



# **Environmental Assessment for the National Capital Region Readiness Complex**



**Prepared for:**

**DEPARTMENT OF THE AIR FORCE  
Andrews Air Force Base  
Air Force Center for Environmental Excellence**

**June 2005**

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## ***FINDING OF NO SIGNIFICANT IMPACT (FONSI)***

### ***ENVIRONMENTAL ASSESSMENT OF THE NATIONAL CAPITAL REGION READINESS COMPLEX AT ANDREWS AIR FORCE BASE***

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#### **INTRODUCTION**

The U.S. Air Force Air Mobility Command has identified a need to construct and operate a National Capital Region (NCR) Readiness Complex at Andrews Air Force Base (AFB) in Prince George's County, Maryland. The proposed action would allow for the secure and discreet exchange of classified information at a centralized Washington, DC location.

The proposed action would involve the construction and operation of the NCR Readiness Complex, which includes a Mission Planning Center (conference facility), lodging, and a collocated Club (dining facility). In addition to Alternative 1, and in accordance with the National Environmental Policy Act, the attached Environmental Assessment (EA) considered two other alternatives: construction of solely the Mission Planning Center (Alternative 2) and the No Action Alternative. The decision in this FONSI is based upon information contained in the EA, which is hereby incorporated by reference.

#### **PURPOSE OF AND NEED FOR THE PROPOSED ACTION**

The proposed action is needed to comply with the information security requirements of Department of Defense (DoD) Regulation 5200.1-R (January 1997), as amended by Assistant Secretary of Defense (Command, Control, Communications, and Intelligence) letter on 26 October 2001. This amended regulation provides that "classified meetings and conferences shall be held only at U.S. Government activities or cleared DoD contractor facilities with appropriate facility security clearances." The proposed action would meet that requirement by providing a centralized Readiness Complex where senior DoD and U.S. and foreign government leadership to securely and discreetly exchange classified information within the National Capital Region. Andrews AFB is an appropriate location due to the fact that it is a frequent and convenient embarkation and disembarkation point for U.S. leaders, foreign heads of state, and other military and diplomatic officials and dignitaries. In addition, Andrews AFB is located within 20 miles of the White House and the headquarters of many of the agencies involved in national security.

#### **DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES**

Alternative 1 would involve the demolition of approximately 130,000 square feet of existing buildings (former Visitor's Quarters) and construction of the NCR Readiness Complex at a site fronting on Menoher Drive and California Road. Elements of the proposed NCR Readiness Complex would include the construction and operation of a:

- **Mission Planning Center** - This secure conference facility (approximately 34,500 square feet) would accommodate a 256-person auditorium, and conference rooms of various sizes, including a Secure Compartmented Information Facility (SCIF).

- **Lodging and Collocated Club (Dining Facility)** - The proposed lodging facility would contain 500 rooms and 8 business suites. The collocated club/dining facility would accommodate civilians, officers, and enlisted personnel in a building approximately 25,500 square feet in size. The club would also include a 600-person multifunctional banquet room
- **Parking** - 500 parking spaces would be provided.

Alternative 2 would only involve the construction of the Mission Planning Center component of the Readiness Complex at the Visitors Quarter's site. The lodging facility and collocated club would not be constructed, nor would California Road be closed. However, the same 17 buildings would be demolished.

## **NO ACTION ALTERNATIVE**

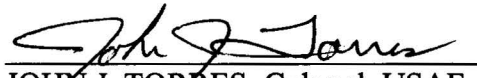
The No Action Alternative would be defined as not constructing the NCR Readiness Complex at Andrews AFB. As a result, the need for a centrally-located complex that provides for discreet attendance at meetings involving the exchange of classified information within the National Capital Region would not be satisfied.

## **ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTION**

The analysis performed addressed the potential effects on land use, vehicular transportation, hazardous materials and waste management, air quality, noise, socioeconomics, topography and geology, water resources, biological resources, and cultural resources. The analysis indicates that implementing the proposed action as described for Alternative 1 (the Preferred Alternative) would have no significant direct, indirect or cumulative impacts on the quality of the human or natural environment.

## **FINDING OF NO SIGNIFICANT IMPACT**

After review of the EA prepared in accordance with the requirements of NEPA, the Council on Environmental Quality regulations, and the Environmental Impact Analysis Process, 32 Code of Federal Regulations Part 989, as amended, I have determined that Alternative 1, which involves the construction and operation of a NCR Readiness Complex, would not have a significant impact on the quality of the human or natural environment and, therefore, the preparation of an Environmental Impact Statement is not required. This decision has been made after taking into account all submitted information, and considering a full range of practical alternatives that would meet project requirements and are within the legal authority of the USAF.

  
 JOHN J. TORRES, Colonel, USAF  
 Vice Commander, 89th Airlift Wing

15 Jun 05  
 Date

# TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
<b>1 Purpose and Need for Action</b>	<b>1-1</b>
1.1 Introduction	1-1
1.2 Need for Action	1-1
1.3 Objectives for the Action	1-2
1.4 Scope of EA	1-5
1.5 Decision to be Made	1-5
1.6 Applicable Regulatory Requirements and Required Coordination	1-5
<b>2 Description of Alternatives Including the Proposed Action</b>	<b>2-1</b>
2.1 Introduction	2-1
2.2 Alternatives	2-1
2.2.1 Selection Criteria for Alternatives	2-1
2.2.2 Alternative 1 - Build NCR Readiness Complex at the Visitor's Quarters Site (Preferred Alternative)	2-2
2.2.3 Alternative 2 - Build Mission Planning Center Conference Facility Only (No Lodging, Dining, or Fitness Facilities) at the Visitor's Quarters Site	2-7
2.2.4 No Action Alternative	2-7
2.3 Alternatives Considered but Eliminated from Detailed Study	2-7
2.4 Description of Past and Reasonably Foreseeable Future Actions Relevant to Cumulative Impacts	2-8
2.5 Comparison of Environmental Consequences	2-8
<b>3 Affected Environment</b>	<b>3-1</b>
3.1 Land Use	3-1
3.2 Socioeconomics	3-2
3.2.1 Population and Housing	3-2
3.2.2 Economy, Employment, and Income	3-2
3.2.3 Taxes and Revenue	3-7
3.2.4 Environmental Justice	3-8
3.2.5 Community Services and Facilities	3-9
3.3 Transportation	3-9
3.4 Infrastructure/Utilities	3-10
3.4.1 Wastewater Collection and Disposal	3-10
3.4.2 Potable Water Supply	3-10
3.4.3 Solid Waste Management	3-10
3.5 Topography, Geology, and Soils	3-10
3.5.1 Topography	3-10

1	3.5.2	Geology .....	3-11
2	3.5.3	Soils .....	3-11
3	3.6	Water Resources .....	3-11
4	3.6.1	Groundwater .....	3-11
5	3.6.2	Surface Water .....	3-11
6	3.6.3	Wetlands .....	3-12
7	3.6.4	Floodplains .....	3-12
8	3.6.5	Drainage .....	3-12
9	3.7	Biological Resources .....	3-12
10	3.7.1	Vegetation .....	3-12
11	3.7.2	Wildlife .....	3-15
12	3.7.3	Threatened and Endangered Species .....	3-16
13	3.8	Cultural Resources .....	3-16
14	3.9	Air Quality .....	3-18
15	3.9.1	The General Conformity Rule .....	3-19
16	3.9.2	Air Quality Operating Permit .....	3-19
17	3.10	Noise .....	3-20
18	3.11	Hazardous Materials and Waste Management .....	3-20

19	<b>4</b>	<b>Environmental Consequences .....</b>	<b>4-1</b>
20	4.1	Land Use .....	4-1
21	4.1.1	Alternative 1 (Preferred Alternative) .....	4-1
22	4.1.2	Alternative 2 .....	4-1
23	4.1.3	No Action .....	4-1
24	4.2	Socioeconomics .....	4-2
25	4.2.1	Alternative 1 .....	4-2
26	4.2.2	Alternative 2 .....	4-4
27	4.2.3	No Action .....	4-5
28	4.3	Transportation .....	4-5
29	4.3.1	Alternative 1 .....	4-6
30	4.3.2	Alternative 2 .....	4-7
31	4.3.3	No Action .....	4-7
32	4.4	Infrastructure/Utilities .....	4-7
33	4.4.1	Alternative 1 .....	4-7
34	4.4.2	Alternative 2 .....	4-9
35	4.4.3	No Action .....	4-9
36	4.5	Topography, Geology, and Soils .....	4-9
37	4.5.1	Alternative 1 .....	4-9
38	4.5.2	Alternative 2 .....	4-10
39	4.5.2	No Action .....	4-10
40	4.6	Water Resources .....	4-10
41	4.6.1	Alternative 1 .....	4-10
42	4.6.2	Alternative 2 .....	4-11
43	4.6.3	No Action .....	4-11
44	4.7	Biological Resources .....	4-12
45	4.7.1	Alternative 1 .....	4-12

1	4.7.2	Alternative 2 .....	4-12
2	4.7.3	No Action .....	4-13
3	4.8	Cultural Resources .....	4-13
4	4.8.1	Alternative 1 .....	4-13
5	4.8.2	Alternative 2 .....	4-13
6	4.8.3	No Action .....	4-13
7	4.9	Air Quality .....	4-13
8	4.9.1	Alternative 1 .....	4-14
9	4.9.2	Alternative 2 .....	4-15
10	4.9.2	No Action .....	4-15
11	4.10	Noise .....	4-15
12	4.10.1	Alternative 1 .....	4-16
13	4.10.2	Alternative 2 .....	4-16
14	4.10.3	No Action .....	4-16
15	4.11	Hazardous Materials and Waste Management.....	4-16
16	4.11.1	Alternative 1 .....	4-16
17	4.11.2	Alternative 2 .....	4-17
18	4.10.3	No Action .....	4-17
19	4.12	Cumulative Impacts .....	4-17
20	4.13	Unavoidable Adverse Impacts .....	4-18
21	4.14	Relationship Between Short-Term Uses and Enhancement of Long-Term	
22		Productivity .....	4-18
23	4.15	Irreversible and Irretrievable Commitment of Resources.....	4-18
24	<b>5</b>	<b>References .....</b>	<b>5-1</b>
25	<b>6</b>	<b>List of Preparers .....</b>	<b>6-1</b>
26			
27	<b>APPENDIX A</b>	<b>Air Quality</b>	
28	<b>APPENDIX B</b>	<b>Maryland Clearinghouse Recommendation</b>	

1  
2  
3  
4  
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## LIST OF TABLES

<u>TABLE</u>	<u>PAGE</u>
1-1 Environmental Permitting, Regulatory Compliance, and Coordination Requirements .....	1-6
2-1 Comparison of Alternatives .....	2-9
3-1 Local Population and Demographic Statistics, 1990 and 2000 .....	3-5
3-2 Local Economic Figures by Major Industry, 1997 .....	3-5
3-3 Local Employment and Income, 2002 .....	3-6
3-4 Unemployment Rates, 2003 and 2004 .....	3-7
3-5 Prince George's County Finances, June 30, 2002 .....	3-7
3-6 Environmental Justice Data .....	3-8
3-7 Threatened and Endangered Species at or in the Vicinity of Andrews AFB.....	3-16
3-8 National Register Eligible Archeological Sites and Buildings at Andrews AFB....	3-17
4-1 Construction Costs for Alternative 1 .....	4-2
4-2 Future Solid Waste Generation Levels .....	4-8
4-3 Total Projected Annual Criteria Pollutant Emissions from Construction Activities from Mission Planning Center and Associated Facilities, Andrews AFB (Alternative 1) .....	4-14
4-4 Long-Term Projected Annual Emissions from Mission Planning Center and Associated Facilities Use, Andrews AFB, Alternative 1 .....	4-15
4-5 Total Projected Annual Criteria Pollutant Emissions from Construction Activities Of Mission Planning Center, Andrews AFB (Alternative 2) .....	4-15
4-6 Long-Term Projected Annual Emissions from Mission Planning Center and Associated Facilities Use, Andrews AFB, Alternative 2 .....	4-15

1  
2  
3  
4  
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21  
22  
23

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## LIST OF FIGURES

### **FIGURE**

### **PAGE**

1-1	Regional Location, Andrews AFB.....	1-3
2-1	Proposed Project Area, Andrews AFB (Alternative 1).....	2-3
2-2	Layout of the Proposed NCR Readiness Complex, Andrews AFB (Alternative 1) ..	2-5
3-1	Land Use, Andrews AFB .....	3-3
3-2	Storm Drainage System, Andrews AFB .....	3-13
3-3	Environmental Restoration Program Sites and Areas of Concern, Andrews AFB..	3-22

1  
2  
3  
4  
5  
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## List of Acronyms and Abbreviations

<b><u>Acronym/Abbreviation</u></b>	<b><u>Definition</u></b>
ACHP	Advisory Council for Historic Preservation
ACM	Annotated Code of Maryland
AFB	Air Force Base
AFI	Air Force Instruction
AMC	Air Mobility Command
amsl	above mean sea level
ANG	Air National Guard
AOC	areas of concern
ARW	Air Refueling Wing
BCP	Base Comprehensive Plan
BMP	Best Management Practice
C&D	construction and demolition
CAA	Clean Air Act
CAFRA	Comprehensive Annual Financial Report
CAP	Civil Air Patrol
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CMSA	Consolidated Metropolitan Statistical Area
CO	carbon monoxide
COMAR	Code of Maryland Regulations
dB	decibel
DCANG	District of Columbia Air National Guard
DNL	Day-night average sound level
DoD	Department of Defense
EA	Environmental Assessment
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
ERP	Environmental Restoration Program
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact
FR	Federal Register
FWS	Fish and Wildlife Service
FY	fiscal year
HQ	headquarters
ICRMP	Integrated Cultural Resources Management Plan
LBP	Lead-based paint
LOS	Level of Service
MDE	Maryland Department of Environment
MFH	Military Family Housing
MGD	million gallons per day
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standards
NAF	Naval Air Facility

1	NEPA	National Environmental Policy Act
2	<b><u>Acronym/Abbreviation</u></b>	<b><u>Definition</u></b>
3		
4	NFIP	National Flood Insurance Program
5	NHPA	National Historic Preservation Act
6	NO <sub>2</sub>	nitrogen dioxide
7	NO <sub>x</sub>	nitrogen oxide
8	NOAA	National Oceanic and Atmospheric Administration
9	NOI	Notice of Intent
10	NPC	National Contingency Plan
11	NPL	National Priority List
12	NPDES	National Pollutant Discharge Elimination System
13	NRHP	National Register of Historic Places
14	O <sub>3</sub>	ozone
15	PAT	Priority Air Transport
16	Pb	lead
17	PCB	Polychlorinated Biphenyls
18	PM	particulate matter
19	RONA	Record of Non-Applicability
20	RRRP	Resource, Recovery, and Recycling Program
21	SCIF	Secure Compartmented Information Facility
22	SHPO	State Historic Preservation Officer
23	SIP	State Implementation Plan
24	SO <sub>2</sub>	sulfur dioxide
25	SPCC	Spill Prevention, Control, and Countermeasures
26	SVOC	semi-volatile organic compound
27	SWMU	Solid Waste Management Unit
28	TLF	Temporary Lodging Facility
29	TPY	Tons per year
30	USAF	United States Air Force
31	USAFRC	United States Air Force Reserve Command
32	USC	United States Code
33	USGS	United States Geological Survey
34	VOC	volatile organic compound
35	vpd	vehicles per day

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# 1 Purpose and Need for Action

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## 1.1 Introduction

Andrews Air Force Base (AFB), an installation under the Air Mobility Command (AMC), proposes to construct a National Capital Region Readiness Complex at the Base. The action is needed to provide secure conference facilities within a U.S. Government activity convenient to Washington, D.C. and individuals flying into and out of Washington, D.C. The facility would meet the information security requirements of Department of Defense Regulation 5200.1-R (January 1997), as amended. This Environmental Assessment (EA) has been prepared to analyze the potential impacts associated with the proposed action in accordance with the:

- National Environmental Policy Act (NEPA) of 1969, 42 United States Code (USC) § 4231 et seq., as amended in 1975;
- Council on Environmental Quality (CEQ), 40 Code of Federal Regulations (CFR) §§ 1500-1508; and
- Environmental Impact Analysis Process, 32 CFR § 989.

Andrews AFB is a 4,346-acre installation located approximately 10 miles southeast of Washington, D.C. in Prince George's County, Maryland (Figure 1-1). Established in 1947, the base serves as a travel and support center for the President of the United States and other distinguished Federal and foreign civilian and military dignitaries through its host organization, the 89th Airlift Wing (89 AW), part of the U.S. Air Force AMC. Andrews AFB also hosts more than 60 partner units, including (among others) the: U.S. Air Force Reserve Command 459th Air Refueling Wing (USAFRC 459 ARW), Air National Guard (ANG) Readiness Center, District of Columbia Air National Guard (DCANG) 113th Wing, U.S. Army Priority Air Transport (PAT), the Civil Air Patrol (CAP), the Maryland State Police, and the Naval Air Facility (NAF) Washington.

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## 1.2 Need for Action

The proposed action is needed to comply with the information security requirements of Department of Defense (DoD) Regulation 5200.1-R (January 1997), as amended by Assistant Secretary of Defense (Command, Control, Communications, and Intelligence) letter on 26 October 01. This regulation (and amendment) provides that "classified meetings and conferences shall be held only at U.S. Government activities or cleared DoD contractor facilities

1 with appropriate facility security clearances.” The proposed action would meet that requirement  
2 by providing a centralized Washington, DC Readiness Complex at Andrews AFB, which  
3 currently does not exist for large groups. At this facility, senior DoD and government leadership  
4 in the National Capital Region would be able to securely exchange classified information.

5  
6 Andrews AFB is an appropriate location for such a facility. It is a frequent embarkation and  
7 disembarkation point for U.S. leaders, foreign heads of state, and other military and diplomatic  
8 officials and dignitaries. This capability to fly-in and fly-out allows for discreet attendance at  
9 classified meetings. In addition, Andrews AFB is located about 10-20 miles from the White  
10 House and the headquarters of many of the agencies involved in national security, including  
11 DoD, Department of State, Department of Homeland Security, the Federal Bureau of  
12 Investigation, the Central Intelligence Agency, etc.

13 However, Andrews does not currently have the capability to host large meetings or conferences  
14 that involve classified discussions in combination with secure communications systems.  
15 Moreover, Andrews AFB currently lacks sufficient lodging and dining facilities to enable these  
16 individuals to stay on base for extended periods under secure or self-contained conditions (e.g.,  
17 their individual or combined attendance for certain meetings cannot be disclosed to the public,  
18 therefore, they cannot stay in facilities off-site). The proposed action would rectify these  
19 deficiencies through construction and operation of a National Capital Region (NCR) Readiness  
20 Complex, which would include a:

- 21 • **Mission Planning Center** - This secure conference center (approximately 38,000 square  
22 feet) would accommodate a 265-person auditorium, and conference rooms of various  
23 sizes, including a sensitive compartmented information facility (SCIF).
- 24 • **Lodging and Collocated Club Dining Facility** - The proposed lodging facility  
25 (approximately 280,000 square feet) would contain 500 rooms. The club/dining facility  
26 would accommodate civilians, officers and enlisted personnel in a building  
27 approximately 25,500 square feet in size. The club would also include a 600-person  
28 multifunctional banquet room.

29 The construction of the NCR Readiness Complex would provide a location that complies with  
30 the requirements of the DoD Information Security Program in the Washington, DC area. In  
31 addition, lodging and dining would be provided within the secured confines of the installation.  
32 Furthermore, the installation meets anti-terrorism/force protection standards, including  
33 biological, chemical and radiological threat detection. As a result, meetings requiring  
34 information security in the Washington, DC area could be discreetly attended with enhanced  
35 personnel protection.

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### 37 1.3 Objectives for the Action

38 The primary objectives of the action are to provide a functional multi-use conference facility that  
39 meets DoD information security standards in the National Capital Region. The NCR Readiness



Source: ESRI 2002

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**Figure 1-1: Regional Location, Andrews AFB**

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Complex would enable the senior leadership of the United States and other nations to fly into Andrews AFB or readily commute locally, and attend conferences and meetings involving the exchange of classified material in a self-contained facility that houses conferencing, lodging, and dining amenities.

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## **1.4 Scope of EA**

This EA evaluates the potential impacts of activities involved in constructing the NCR Readiness Complex at Andrews AFB. Potential impacts to the human and natural environment could be short-term, long-term, or cumulative. Consistent with the local interest of this EA and homeland security, Andrews AFB will provide an appropriate review and comment period before finalizing the decision on the action.

Relevant resources evaluated in this EA include land use; vehicular transportation; sewer system; solid waste management; hazardous materials and waste management; air quality; noise; socioeconomics; topography, geology, and soils; water resources; biological resources; and cultural resources. The principal socioeconomic effects of the action would be those associated with environmental justice. The principal potential environmental effects of the action would be those associated with construction activities and stormwater runoff.

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## **1.5 Decision to be Made**

The Chairman of the Environmental Safety and Occupational Health Committee at Andrews AFB is responsible for deciding which alternative to adopt. The decision will be to either implement the proposed action or select a reasonable alternative, including No Action. If the No Action Alternative is selected, the NCR Readiness Complex would not be constructed. The decision will be based on the findings contained in this EA.

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## **1.6 Applicable Regulatory Requirements and Required Coordination**

Table 1-1 lists each environmental permit, regulatory compliance requirement, and regulatory agency consultation requirement for each of the three alternatives evaluated in the EA. For each requirement, the table provides the regulatory citations, administering agency, and a brief description. The table also indicates which sections of the EA contain technical information relevant to each of the requirements.

**Table 1-1 Environmental Permitting, Regulatory Compliance, and Coordination Requirements**

Statute	Requirement	Agency	Description	Applicability			
				Alt. 1	Alt. 2	No-Action	Section
Clean Air Act (42 USC 7401 <i>et seq.</i> )	Air Conformity Determination (40 CFR 93)	Maryland Department of the Environment (MDE)	Federal agencies must demonstrate that actions in nonattainment areas conform to the applicable State Implementation Plan.	X	X		4.4
Code of Maryland Regulations: Air Quality (26.11)	Permitting for Boilers greater than 1MBTU	Maryland Department of the Environment (MDE)	If a boiler installed at the facility will be greater than 1MBTU per hour, and less than 10 MBTU a small fuel burning general permit will be necessary. If the boiler is between 10MBTU per hour and 40 MBTU per hour, a medium fuel burning general permit.	X	X		4.4
Clean Water Act (33 USC 1251 <i>et seq.</i> )	National Pollutant Discharge Elimination System (NPDES) Permit (40 CFR 122 <i>et seq.</i> ; COMAR 26.08.01 <i>et seq.</i> )	MDE (Delegated from the U.S. Environmental Protection Agency [EPA])	Approval under a General NPDES Permit for Construction Activity is required for stormwater discharges from new construction activities disturbing 1 acre or more.	X	X		4.8
National Historic Preservation Act (16 USC 470 <i>et seq.</i> )	Section 106 Consultation (36 CFR 800)	Maryland Historic Trust (State Historic Preservation Officer [SHPO] for Maryland)	Actions sponsored, funded, or permitted by Federal agencies must be reviewed by the SHPO for possible impacts to historic or archaeological resources eligible or potentially eligible for the National Register of Historic Places (NRHP).	X	X		4.10
Endangered Species Act (16 USC 688 <i>et seq.</i> )	Section 7 Consultation (50 CFR 17)	U.S. Fish and Wildlife Service (FWS)	Actions sponsored, funded, or permitted by Federal agencies must be reviewed by the FWS for possible impacts to threatened or endangered species.	X	X		4.9
Article - Environment Title 4, Subtitle 1, Annotated Code of Maryland	Soil Erosion and Sediment Control Plan Approval (COMAR 26.17.01)	MDE	Required for actions that disturb greater than 5,000 square feet of land.	X	X		4.7 and 4.8
Article - Environment Title 4, Subtitle 2, Annotated Code of Maryland	Stormwater Management Plan Approval (COMAR 26.17.02)	MDE	Required for actions that disturb greater than 5,000 square feet of land.	X	X		4.8

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## 2 Description of Alternatives Including the Proposed Action

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### 2.1 Introduction

This Chapter describes the alternatives the Air Force has analyzed to accomplish the action. Alternative 1 (preferred alternative) and Alternative 2, as well as the No Action Alternative, are discussed here; there is also a discussion of the alternatives that the Air Force considered but eliminated from further analysis because they did not meet the selection criteria. Reasonable alternatives were identified as those alternatives meeting the selection criteria, which are based on the underlying purpose and need for action; highly speculative or remote alternatives were not considered further. The No Action Alternative is carried forward for analysis in accordance with 32 CFR § 989.8.

### 2.2 Alternatives

#### 2.2.1 Selection Criteria for Alternatives

The factors considered when developing the alternatives described in this section were based on the mission planning and operational support requirements of Andrews AFB. For an alternative to satisfy the purpose and need described in Chapter 1 of this EA, it must:

- Be capable of accommodating groups up to 600 persons.
- Be located within the fenced area of Andrews AFB, well away from any boundaries to provide the necessary security for DoD senior leadership and government officials.
- Meet the information security requirements and the specifications and standards identified in:
  - DoD Regulation 5200.1R, Information Security Program (January 1997) as amended by Assistant Secretary of Defense (Command, Control, Communications, and Intelligence) letter of 26 October 01; and
  - Air Force Instruction 31-401, Information Security Management Program (1 November 2001).
- Allow for discreet attendance at scheduled meetings for extended durations by providing easy access to other support facilities, including but not limited to lodging, dining, and fitness.
- Be consistent with the Strategic Plan (General Plan) for Andrews AFB.

Using these factors, the following alternatives were identified as reasonable for evaluation in this EA:

- Construction of the NCR Readiness Complex at the Visitor's Quarters site on Menoher Drive and California Road.
- Construction of the NCR Readiness Complex at the former Andrews AFB Officers' Club site.
- Build Mission Planning Center only (No lodging or dining facilities).
- No action.

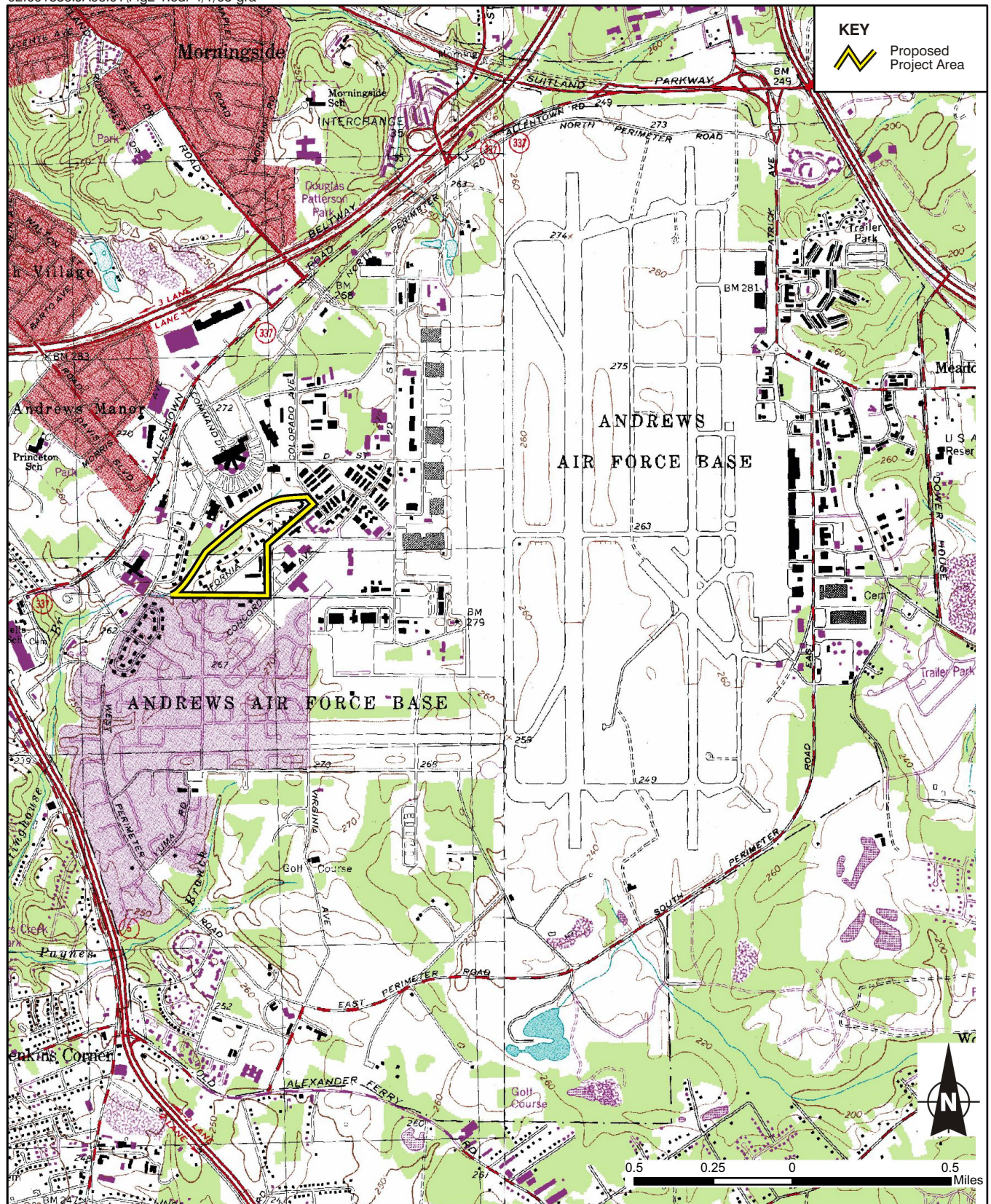
### **2.2.2 Alternative 1 - Build NCR Readiness Complex at the Visitor's Quarters Site (Preferred Alternative)**

Alternative 1 would involve the demolition of approximately 130,000 square feet of existing buildings (former Visitor's Quarters) and construction of the proposed NCR Readiness Complex at a site fronting on Menoher Drive and California Road. This is the current Visitor's Quarters site. Construction of the proposed Complex would include the demolition of 17 existing buildings and the closure of California Road to vehicle traffic between Menoher Drive and Arkansas Road. Elements of the proposed NCR Readiness Complex would include the construction and operation of a:

- **Mission Planning Center** - This secure conference center (approximately 38,000 square feet) would accommodate a 265-person auditorium, and conference rooms of various sizes, including a sensitive compartmented information facility (SCIF).
- **Lodging and Collocated Club (Dining) Facility** - The proposed lodging facility (approximately 280,000 square feet) would contain 500 rooms. The club/dining facility would accommodate civilians, officers and enlisted personnel in a building approximately 25,500 square feet in size. The club would also include a 600-person multifunctional banquet room.

In addition, approximately 500 parking spaces would be provided. Figure 2-1 shows the location of the proposed project area. Figure 2-2 shows the layout for the proposed NCR Readiness Complex.

This alternative would satisfy the purpose and need of the proposed action. The site is sufficient to allow construction of a multi-use building to accommodate groups of 600 persons or more, including parking, and the building would be designed to meet all applicable information security requirements. Furthermore, the site's location internal to Andrews AFB away from any boundaries would provide maximum security for senior DoD and government officials, and planned ancillary dining and lodging facilities would provide the necessary support within the



Source: USGS

Figure 2-1 Overview of Andrews Air Force Base

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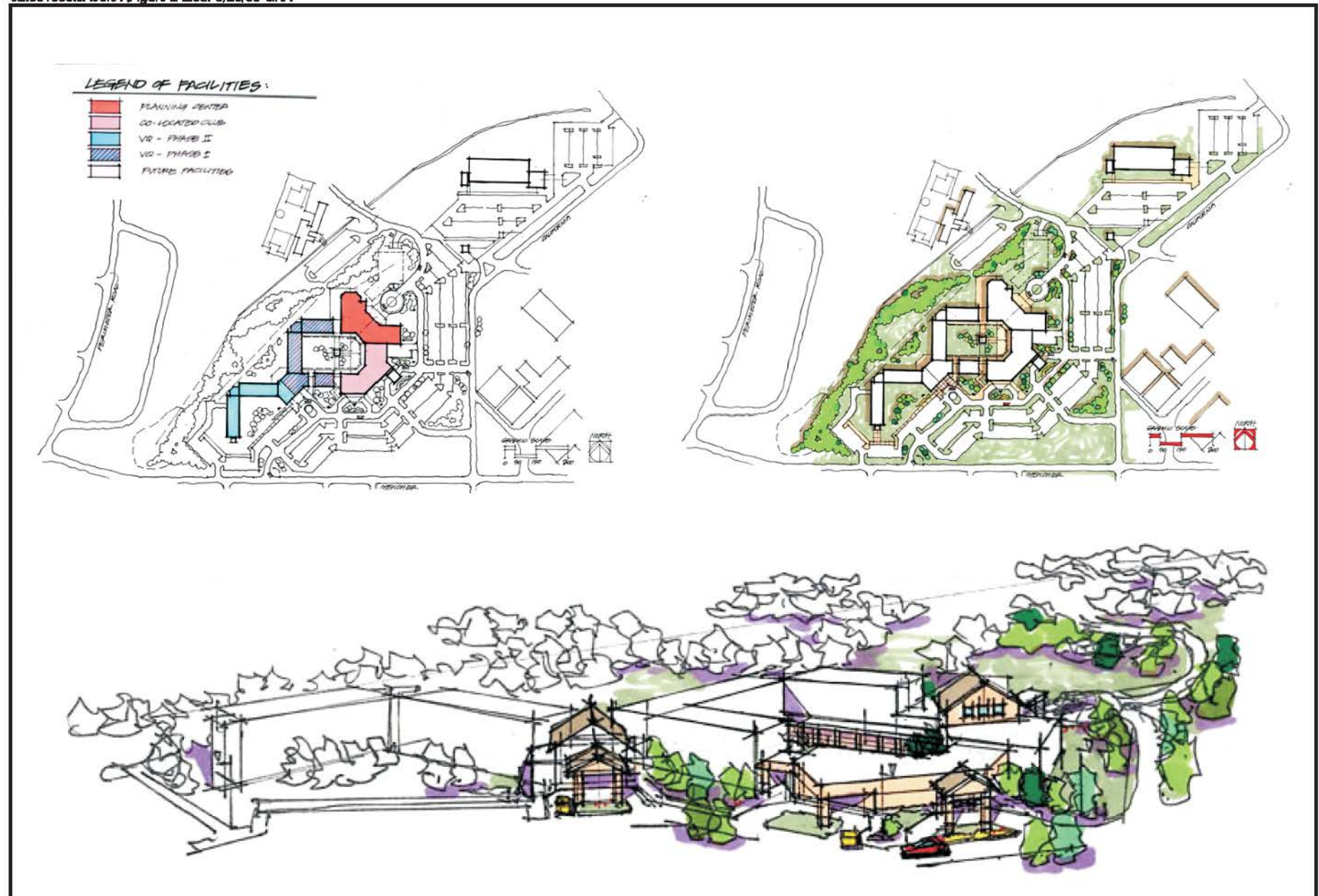


Figure 2-2 Layout of the Proposed NCR Readiness Complex, Andrews AFB (Alternative 1)

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1 secured confines of Andrews AFB. Also, Andrews AFB's airfield would offer both convenient  
2 transportation and maximum security to U.S. and foreign meeting attendees.  
3

### 4 **2.2.3 Alternative 2 - Build Mission Planning Center Conference Facility Only (No** 5 **Lodging, Dining, or Fitness Facilities) at the Visitor's Quarters Site**

6 Implementation of this alternative would result in the construction of the multi-use conference  
7 facility known as the Mission Planning Center at the Visitors' Quarters site. The lodging and  
8 collocated club dining facilities would not be constructed. This alternative would provide a 265-  
9 person auditorium, and conference rooms of various sizes, including a sensitive compartmented  
10 information facility where secure information could be exchanged in accordance with DoD  
11 regulation 5200.1-R. It would allow discreet attendance at scheduled meetings for extended  
12 durations provided sufficient capacity was available at existing lodging facilities at Andrews  
13 AFB. Small meetings would likely be accommodated by existing facilities. However, if lodging  
14 facilities had limited capacity or were not available, some attendees of large meetings scheduled  
15 at the Mission Planning Conference Center would have to use lodging facilities outside the gates  
16 of Andrews AFB. Existing dining facilities on the base would be available.  
17

### 18 **2.2.4 No Action Alternative**

19 Although the No Action alternative would not fulfill the purpose and need for the action, it is  
20 carried forward as a baseline for comparison of the environmental effects of the proposed action.  
21 The No Action alternative would be defined as not constructing the NCR Readiness Complex at  
22 Andrews AFB. As stated in Chapter 1, the purpose of the proposed action is to provide a  
23 discreet and functional multi-use facility for large groups up to 600 persons within a U.S.  
24 Government activity convenient to Washington, D.C. that meets the information security  
25 requirements of DoD Regulation 5200.1-R. Andrews AFB does not currently have such a secure  
26 multi-use facility on the scale of that described in the purpose and need. While certain  
27 commands or partners at Andrews AFB may individually have access to secure conference  
28 rooms, such rooms would not be capable of accommodating up to 600 persons, nor is there an  
29 existing multi-use facility at the base that allows convenient and discreet access to lodging,  
30 dining, and fitness services. Furthermore, even if such multi-use and secure facilities existed at  
31 Andrews AFB, there are no on-site lodging and dining facilities capable of accommodating large  
32 groups without requiring some meeting attendees to access lodging and dining facilities outside  
33 the gates of the base. As a result, the need for a centrally-located complex that provides for  
34 discreet attendance at meetings involving the exchange of classified information within the  
35 National Capital Region would not be satisfied.  
36

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## 37 **2.3 Alternatives Considered but Eliminated from Detailed Study**

38 Another alternative to the proposed action that was considered in the planning process was to  
39 build the NCR Readiness Complex at the former Officers' Club site. This alternative was  
40 eliminated from detailed study because the former Officers' Club site has insufficient land area  
41 to accommodate the proposed NCR Readiness Complex unless the Complex was constructed in  
42 multiple stories. This resulting structure would be visible off-site, thereby compromising the  
43 required security of the facility. In addition, a multi-story structure would not be consistent with

1 the Base's Strategic Plan and furthermore, the cost of constructing a multi-story structure would  
2 be higher than with a single-story structure. Although this alternative would conceivably fulfill  
3 many aspects of the identified need, it was not deemed prudent or practical due to security issues.  
4

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## 5 **2.4 Description of Past and Reasonably Foreseeable Future Actions** 6 **Relevant to Cumulative Impacts**

7 This EA identifies actions that have been conducted in the past, are ongoing or in the planning  
8 stages, and future actions that are related to the proposed action. These actions are included in  
9 this cumulative analysis to the extent that details regarding such actions exist and the actions  
10 have the potential to interact with the proposed action. Two such actions are the proposed  
11 construction of new Temporary Lodging Facility (TLF) units at the corner of Brookley Street  
12 and F Street at Andrews AFB, and the proposed construction of a base Fitness Center.  
13

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## 14 **2.5 Comparison of Environmental Consequences**

15 Table 2-1 summarizes the potential impacts of implementing the alternatives, including the No  
16 Action Alternative. The potential impacts to relevant resources are based on the information and  
17 analyses presented in Section 3.0 and Section 4.0. Potential short-term and long-term impacts  
18 were considered in the comparison of alternatives.

1

**Table 2-1 Comparison of Alternatives**

Resource/Issue	Alternative 1	Alternative 2	No Action
Land Use	Additional community and housing uses to be added at project site location.	Additional community uses to be added at project site location.	No change
Vehicular Transportation	California Road would be closed to vehicle traffic between Menoher Drive and Arkansas Road. Potential for increased congestion in the proximity of the NCR Readiness Complex.	No change	No change
Hazardous Materials and Wastes Management	Potential short-term negative effects should accidental release of hazardous waste (leaks and spillage of fuel or lubricants) occur during construction activities; implementation of standard operating procedures (i.e., best management practices [BMPs]) would reduce potential for release of hazardous materials. No long-term effects.	Potential short-term negative effects should accidental release of hazardous waste (leaks and spillage of fuel or lubricants) occur during construction activities; implementation of standard operating procedures (i.e., best management practices [BMPs]) would reduce potential for release of hazardous materials. No long-term effects.	No change
Air Quality	Potential short-term effects due to emissions of particulate matter and combustion engine emissions during construction activities; long-term emissions during operation of the NCR Readiness Complex due to vehicular operations and operation of heating and other combustion equipment within the proposed Complex. Emissions are less than de minimis.	Potential short-term effects due to emissions of particulate matter and combustion engine emissions during construction activities; long-term emissions during operation of the NCR Readiness Complex due to vehicular operations and operation of heating and other combustion equipment within the proposed Complex. Emissions are less than de minimis.	No change
Noise	Minor increase in noise during construction activities. Long-term changes in noise levels due to facility operation would not be significant.	Minor increase in noise during construction activities. Long-term changes in noise levels due to facility operation would not be significant.	No change
Socioeconomics	No change in population; new employment opportunities for Complex employees, short-term employment opportunities for local contractors; may divert some visitor expenditure from local hotels and conference locations.	No change in population; fewer new employment opportunities for Complex employees, short-term employment opportunities for local contractors; may divert some visitor expenditure to local hotels and conference locations.	No change
Topography, Geology, and Soils	Potential short-term effects to soils from construction activities; soil erosion control methods and BMPs reduce potential for effects; Additional impervious surfaces will be added.	Potential short-term effects to soils from construction activities; soil erosion control methods and BMPs reduce potential for effects; Additional impervious surfaces will be added.	No change
Water Resources	No effect to groundwater or wetlands. Increased stormwater runoff would be controlled as identified in the Stormwater Management Plan as approved by MDE.	No effect to groundwater or wetlands. Increased stormwater runoff would be controlled as identified in the Stormwater Management Plan as approved by MDE.	No change

**Table 2-1 Comparison of Alternatives**

Resource/Issue	Alternative 1	Alternative 2	No Action
Biological Resources	Minor effects to vegetation and wildlife during construction activities. There would be no effect on threatened and endangered species.	Minor effects to vegetation and wildlife during construction activities. There would be no effect on threatened and endangered species.	No change
Cultural Resources	No effects expected based on information contained in Andrews AFB Cultural Resources Management Plan.	No effects expected based on information contained in Andrews AFB Cultural Resources Management Plan.	No change

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## 3 Affected Environment

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This section describes the existing physical, natural, and cultural environments of areas potentially affected by the proposed action.

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### 3.1 Land Use

Andrews AFB encompasses 4,346 acres (excluding remote sites) in Prince George's County, Maryland. The base is adjacent to the community of Camp Springs. Andrews AFB is home to the 89th Airlift Wing and provides worldwide airlift and logistical support for the President of the United States, the Vice President, cabinet members, and other high-ranking United States and foreign officials, as well as the flight operation of more than 100 aircraft. Land uses at the base have been designated into twelve categories: existing structures, wetlands, surface water bodies, golf course, administrative, community, dorm, flightline, industrial, medical, military family housing (MFH), and recreation (Figure 3-1).

The base is divided into a western and eastern section, separated by the airfield that runs north-south. The western portion of the base contains the majority of the land area, including a large outdoor recreation/golf course facility, all of the community facilities, and Malcolm Grow Medical Center. Land uses in the eastern section include various airfield operations support facilities and administrative/industrial facilities.

The overall visual character of the base is industrial and urban in nature, with large expanses of paved or developed land. Improved grounds, consisting of administrative and athletic areas, all covered areas (under building and pavements), family housing areas, golf course fairways and greens, and the two runways encompass approximately 2,260 acres, or 52%, of the total land area. Semi-improved grounds encompass approximately 1,500 acres of open spaces in the runway area and clear zone. The remaining 586 acres of the installation consist primarily of undeveloped forestland. The proposed project area is designated as a community unit. There are 17 existing buildings onsite currently used as visitors' quarters.

In accordance with Air Force Instruction (AFI) 32-7062, *Air Force Comprehensive Planning*, Andrews AFB developed a *Base General Plan* in 1996 that outlines existing and anticipated future land use on the base (USAF 1996). The plan was most recently updated in 2003. According to the 2003 plan update, little undeveloped land suitable for future development remains (USAF 2003). The only land use changes presently anticipated for the base are the proposed conversion of family housing near the East Gate (now closed, located on the northeast perimeter) to administrative use and the proposed conversion of family housing near the Pearl Harbor Gate (now closed, located on the east perimeter) to industrial use. Most capital

improvement projects proposed in the *Base General Plan* update involve renovations, demolitions, and construction of modest-sized buildings and other structures in the developed areas west and east of the airfield. The Base Strategic Plan provides for larger capital improvement projects. The construction of the proposed NCR Readiness Complex would be consistent with both the *Base General Plan* and the *Strategic Plan*.

## 3.2 Socioeconomics

The project study area to examine the socioeconomic implications resulting from potential activities at Andrews AFB includes Prince George's County, Maryland and the entire Washington-Baltimore, DC-MD-VA-WV Consolidated Metropolitan Statistical Area (CMSA). The study area is expanded beyond the boundaries of Andrews AFB because it is not possible to distinguish between impacts that would be experienced in the immediate vicinity of Andrews AFB and those that would be experienced on a regional scale. This will be explained in further detail in Chapter 4 (Environmental Consequences and Mitigation Measures).

### 3.2.1 Population and Housing

The study area populations presented in Table 3-1 include both 1990 and 2000 census data. Race and ethnicity statistics are included to provide a sense of the demographic composition of the community surrounding Andrews AFB. According to the 2000 census, the total population of Prince George's County was 801,515 persons. Between 1990 and 2000, the population of the county increased by almost 10%. By 2025, the county is projected to grow by an additional 18% to approximately 945,600 (Maryland Department of Planning, Planning Data Services 2005). The demographic composition of the regional population has also changed during the 1990's; the percent white has dropped significantly, while the percentage of minority populations has maintained or increased, as in the case of Black/African-Americans. These percentages can also be compared to the larger Washington-Baltimore CMSA, to which Prince George's County is a component.

Approximately 7,000 military personnel and their dependents reside at Andrews AFB (89 AW, 1998). Housing at Andrews AFB and the region is not discussed further in this EA as the NCR Readiness Complex, which will be constructed entirely within the boundaries of Andrews AFB will have no off-base impacts on housing.

### 3.2.2 Economy, Employment, and Income

Prince George's County is part of a large metropolitan area surrounding the cities of Washington, DC and to a lesser extent, Baltimore, Maryland. As such, many of its employment and economic indicators are closely interrelated with its surrounding counties. This is due primarily to the fact that many individuals commute to or from the county for daily employment. Table 3-2 depicts the type, size, and proportion of the major industry sectors present within the study area. The Washington-Baltimore CMSA is the fourth largest MSA in the United States by population according to the 2000 US Census Bureau. Wholesale trade represented the highest employment and annual business volume both in Prince George's County and the Washington-

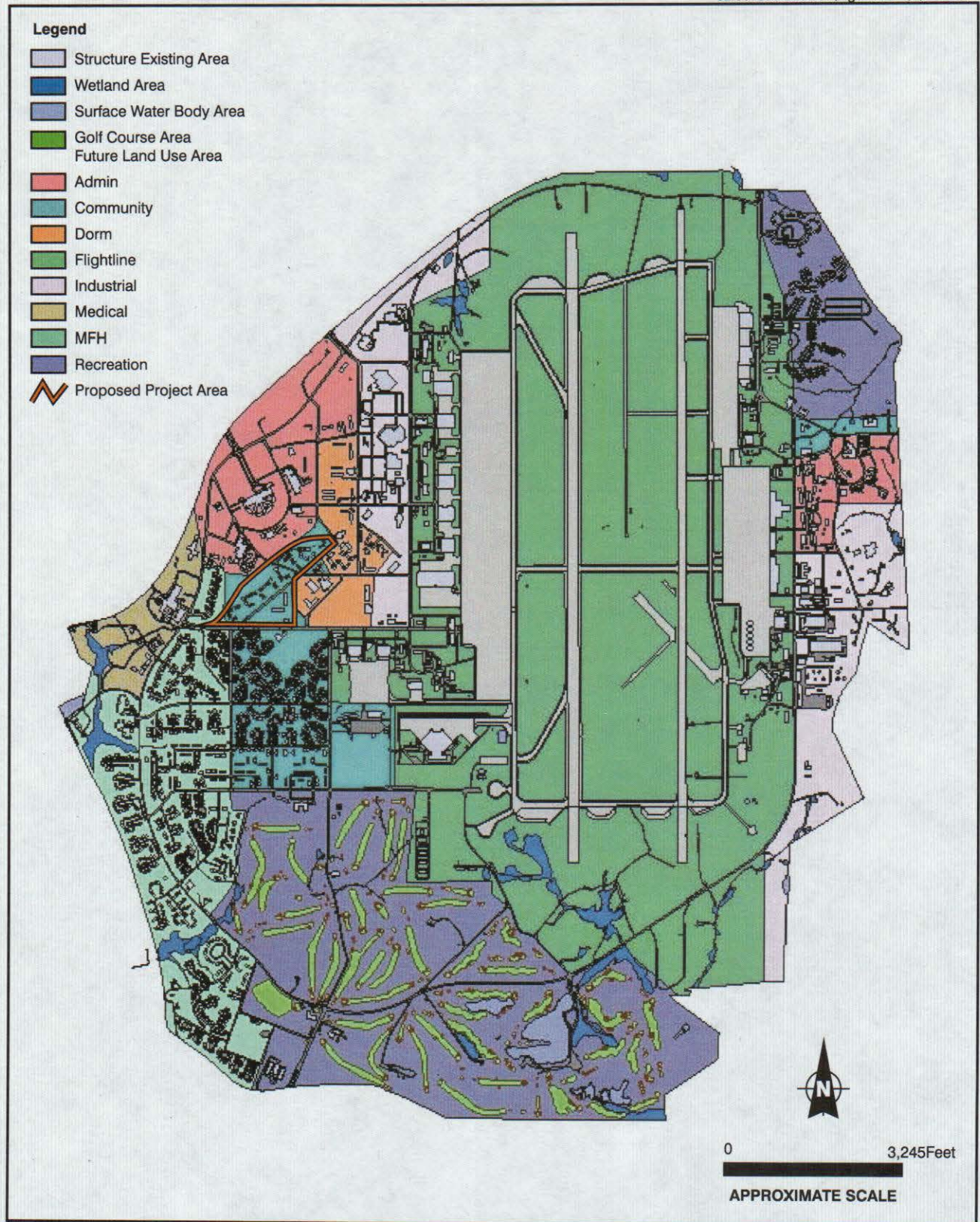


Figure 3-1: Land Use Features, Andrews AFB

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- 1 Baltimore CMSA; however, the retail trade sector had the most establishments, and professional,  
 2 scientific and technical services had the highest annual payroll.  
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**Table 3-1 Local Population and Demographic Statistics, 1990 and 2000**

Socioeconomic Parameter	Prince George's County, MD				Washington-Baltimore CMSA			
	1990		2000		1990 <sup>1</sup>		2000	
Population								
Total Population	729,268	-	801,515	-	NA	-	7,608,070	-
% Change from 1990 to 2000	-	-	9.9%	-	-	-	-	-
Race <sup>2</sup>								
White	314,559	43%	216,774	27%	NA	-	4,791,400	63%
Black/African American alone	369,622	51%	501,431	63%	NA	-	1,980,986	26%
American Indian/Alaska Native alone	2,808	<1%	2,643	<1%	NA	-	23,529	<1%
Asian alone	27,437	4%	30,390	4%	NA	-	393,957	5%
Native Hawaiian/Pacific Islander alone	485	<1%	380	<1%	NA	-	3,900	<1%
Other (alone and two or more)	14,357	2%	49,897	6%	NA	-	414,298	5%
Ethnicity								
Hispanic	28,927	4%	56,813	7%	NA	-	483,549	6%
Non-Hispanic	700,341	96%	744,702	93%	NA	-	7,124,521	94%

4<sup>1</sup> The Washington-Baltimore CMSA was not a geographic area that the U.S. Census Bureau gathered data for in 1990.

5<sup>2</sup> Race categories were changed between 1990 and 2000 census, but these represent the best comparison.

6 Source: U.S. Department of Commerce, Bureau of the Census 2005.

7

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**Table 3-2 Statistics for Major Industry in the Vicinity of Andrews AFB, 1997**

NAICS Industries	Prince George's County, MD				Washington-Baltimore CMSA			
	No. Est.	No. Empl.	Annual Payroll (\$1,000)	Annual Sales (\$1,000)	No. Est.	No. Empl.	Annual Payroll (\$1,000)	Annual Sales (\$1,000)
Manufacturing	372	11,179	408,545	2,008,136	4,979	180,692	6,729,603	39,149,042
Wholesale trade	759	13,904	542,883	9,053,657	8,247	123,675	5,174,022	80,810,198
Retail trade	2,425	38,214	675,798	6,390,538	27,318	383,694	7,050,373	66,662,563
Finance and insurance	--	--	--	--	10,233	156,283	7,339,466	NA
Real estate, rental and leasing	599	5,013	110,657	638,508	7,759	62,797	1,700,980	9,018,766
Professional, scientific and technical services	1,364	23,023	967,601	2,186,819	26,290	346,773	17,623,807	44,475,026
Administrative, support, waste management and remedial services	706	18,257	372,161	897,502	9,385	283,887	5,956,825	11,901,725
Health care and social assistance	1,396	13,111	408,100	939,811	15,462	162,986	5,140,058	11,741,626
Accommodation and food services	1,027	20,122	193,791	718,399	13,376	263,545	3,067,609	10,802,780
Other services	1,025	9,635	207,051	647,090	11,491	79,223	1,668,859	5,341,571

Source: 1997 U.S. Economic Census.

Note: The US Economic Census profiles the U.S. economy every five years from the national to the local level. The most recent Economic Census for the Washington-Baltimore CMSA and Prince George's County was prepared in 1997.

Andrews AFB is a major employer in Prince George's County. As of 2002, the total workforce at Andrews AFB was 16,983 persons, including 13,490 appropriated fund military personnel, 2,201 appropriated fund civilian personnel, and 1,292 non-appropriated fund contract civilians and employees of on-base private businesses. Combined military and civilian salaries at the base exceed \$400 million annually.

Camp Springs, west of Andrews AFB, provides employees and visitors to Andrews AFB lodging and dining opportunities. As of the 2000 census, 9,476 Camp Spring residents, 67.8% of the population, are employed in the labor force. Service occupations employ 40.5% of Camp Springs residents while the industries of retail trade and accommodation and food services employ 8.7% and 4.7% of Camp Spring residents, respectively.

Based upon Bureau of Economic Analysis estimates from 2002 (the latest year for which this type of data are available), it is estimated that there were over 400,000 and 5 million individuals employed in Prince George's County and the Washington-Baltimore CMSA, respectively. The primary employment industries were construction, retail trade, professional and technical services, health care, and the government (Table 3-3).

**Table 3-3 Local Employment and Income, 2002**

Sector	Prince George's County, MD		Washington- Baltimore CMSA	
	2002	%	2002	% <sup>1</sup>
Total employment	402,719	100%	5,187,017	100%
Farm employment	756	<1%	18,146	<1%
Non-Farm employment	401,963	-	5,168,871	-
Private employment	316,497	-	4,186,062	-
Construction	36,466	9%	(D)	NA
Retail trade	48,427	12%	487,576	9%
Professional and technical services	30,616	8%	630,818	12%
Health care and social assistance	32,666	8%	455,382	9%
Other (sum of numerous minor categories)	168,322	42%	1,930,284	37%
Non-Private employment (government)	85,466	-	982,809	-
Federal	25,493	6%	424,514	8%
Military	8,190	2%	103,694	2%
State and Local	51,783	13%	454,601	9%

<sup>1</sup> Percentages for the Washington-Baltimore CMSA do not total to 100% due to some industry categories not reporting for disclosure purposes.  
(D) – Information is not reported for reasons of disclosure.

Unemployment data tracked by the Bureau of Labor and Statistics does not combine the MSAs of Baltimore and Washington, DC as with the data presented previously. Table 3-4 presents the annual historical unemployment rates for 2003 and 2004 for the geographic areas surrounding Andrews AFB. The unemployment rate for each geographic area dropped from 2003 to 2004, and would be considered low when compared with U.S. unemployment rates for the same period.

**Table 3-4 Unemployment Rates, 2003 and 2004**

Geographic Area	2003	2004
Prince George's County, MD	4.7	4.4
Washington-Arlington-Alexandria MSA	3.5	3.3
Baltimore-Towson, MD MSA	5.0	4.8
United States	6.0	5.5

### 3.2.3 Taxes and Revenue

The tax base for Prince George's County, Maryland is presented in Table 3-5 below. This information was taken from the Comprehensive Annual Financial Report (CAFR) for the county's fiscal year ending June 30, 2002. The largest take revenue stream is taxes at 82%, followed by intergovernmental revenue (11%), which combined, makeup essentially the entire county revenue stream. The county's expenditures are slightly more evenly distributed over such efforts as general government (12%), public safety (25%), and education (43%).

**Table 3-5 Prince George's County Finances, June 30, 2002**

Financial Parameter	Total Governmental Funds	% of Total
<b>Revenue</b>		
Taxes	921,120,075	82%
Licenses and permits	16,611,586	1%
Fines and forfeitures	2,879,928	<1%
Use of money and property	15,411,295	1%
Charges for services	33,935,997	3%
Sale of property	683,565	<1%
Intergovernmental	128,952,097	11%
Miscellaneous	3,591,500	<1%
<b>Total Revenue</b>	<b>1,123,186,043</b>	<b>100%</b>
<b>Expenditures</b>		
Current:		
General government	144,864,517	12%
Public safety	304,459,411	25%
Public works	12,874,662	1%
Health	51,656,607	4%
Public welfare	30,540,098	2%
Capital projects	58,682,210	5%
Education:		
Board of Education	520,690,491	43%
Community College	13,128,109	1%
Memorial Library	14,677,932	1%
Debt service:		
Principal retirement	40,504,999	3%
Interest	30,182,353	2%
<b>Total Expenditures</b>	<b>1,222,261,389</b>	<b>100%</b>
<b>Excess of Revenue Over (Under) Expenditures</b>	<b>(99,075,346)</b>	<b>--</b>

Source: Prince George's County CAFR

Note: Even though the table indicates that Prince George's County expenditures exceed its revenue stream, the county has other financing sources from which it obtains revenue. The purpose of this table is not to show the financial position of the county, but to present the major streams through which revenue and expenditures travel.

### 3.2.4 Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, mandates that Federal agencies identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. Disproportionate environmental impact occurs when the risk or rate for a minority population or low-income population from exposure to an environmental hazard exceeds the risk or rate of the general population and, where available, to another appropriate comparison group (DOD 1995; EPA 1998).

Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, mandates that Federal agencies identify and assess environmental health and safety risks that may disproportionately affect children as a result of the implementation of Federal policies, programs, activities, and standards (62 *Federal Register* 19883-19888).

In order to comply with Executive Orders 12989 and 13045, ethnicity, poverty status, and age of the populations in the census tracts bordering Andrews AFB were examined and compared to regional, state, and national data (Table 3-6). The potential effects of the proposed action on minority and low-income populations and children have been evaluated in accordance with the requirements of the Executive Orders and are documented in Chapter 4.

**Table 3-6 Environmental Justice Data**

Location	Percent Minority <sup>a</sup>	Percent Below Poverty Level <sup>b</sup>	Percent Aged 17 Years or Younger
<b>United States</b>	22.4	12.4	25.7
<b>Maryland</b>	34.0	8.5	25.6
<b>Prince George's County</b>	<b>70.4</b>	<b>7.7</b>	<b>26.8</b>
Tract 8011.04 (Andrews AFB)	32.0	2.4	35.0
Tract 8007.01	81.0	3.6	27.0
Tract 8007.02	57.0	3.7	26.0
Tract 8012.03	77.0	3.1	27.0
Tract 8012.04	78.0	1.8	26.0
Tract 8012.05	64.0	6.3	25.0
Tract 8019.06	70.0	6.6	29.0
Tract 8022.01	70.0	5.7	25.0
Source: US Department of Commerce, Census Bureau 2000.			
<sup>a</sup> To calculate the Total Percent Minority, the numbers for only individuals in the "one race" category were included. The "one race" individuals represented 95-99% of the population and allows for an accurate portrayal of the entire population.			
<sup>b</sup> The most recent data for % below poverty level available was used in the table. The national, state, county, and the census tract data are year 1999 information.			

As shown in Table 3-6, the percent minority of the populations residing in three of the seven census tracts surrounding Andrews AFB is higher than the county level. (Note: the minority percentage in the county is significantly higher than that of Maryland as a whole). With a 7.7% county figure for those living below the poverty level in the county, none of the seven census tracts surrounding Andrews AFB exceeds this percent. In addition, three of the seven census tracts surrounding Andrews AFB have a percentage of children aged 17 or younger that exceeds the county figure of 26.8%.

### 3.2.5 Community Services and Facilities

Community Services and Facilities are not anticipated as being a necessary component of this analysis since the proposed action will occur entirely on Andrews AFB and will not require significant use of the local community's infrastructure.

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## 3.3 Transportation

Andrews AFB is located 5 miles southeast of Washington D.C. The primary artery serving Andrews and the surrounding communities are Interstates 95/495 (I-95/495), known as the Capital Beltway, running along the west side of the base, and providing direct access to Allentown Road (MD 337), Suitland Parkway, and Marlboro Pike. Other routes, including Maryland Routes 4, Pennsylvania Avenue, and MD 5 are other arterials that feed traffic off I-95/495 onto other local roadways. Vehicle entry to Andrews AFB is controlled at three access gates. Visitors lacking passes must report to the visitor's center at the Main Gate to obtain a pass.

The roadway system at Andrews AFB forms somewhat of a grid pattern. Perimeter Road follows the entire perimeter of Andrews and is divided into North, East, South, and West segments. North Perimeter Road and South Perimeter Road are two-lane paved roads that cross the northern part and southern part of the airfield, respectively. These two segments of Perimeter Road allow vehicles to cross from the western to the eastern part of the base. Roadways at Andrews AFB can be classified into one of three classifications. These classifications are arterial highways, collector roadways, and local roadways:

- **Arterial Highways** - Serve the movement of people and freight regionally between population and activity centers with a minimal level of access to adjacent properties.
- **Collector Roadways** - Serve the movement of people and freight from population and activity centers and funnel them onto arterial highways with a moderate level of access to adjacent properties.
- **Local Roadways** - Provide access to adjacent properties and move people onto collector and arterial roadways.

Only Perimeter Road is classified as an arterial highway. Collector roadways may be grouped into major collector roadways and minor collector roadways. Collector roadways located within Andrews AFB include: Patrick Avenue, Fetchet Avenue, Arnold Avenue, Brookley Avenue, Virginia Avenue, Menoher Drive, Arkansas Avenue, and San Antonio Boulevard. Local roadways are located in all portions of the base and serve as the direct connections to parking lots and adjacent properties. Access to the new NCR Readiness Complex would be provided via Perimeter Road to Menoher Drive. Review of the *Andrews Air Force Base Comprehensive Transportation Study* indicates that overall, existing transportation conditions at Andrews AFB are acceptable, with each of the access routes having a level of service (LOS) of C or better.

## **3.4 Infrastructure/Utilities**

### **3.4.1 Wastewater Collection and Disposal**

Wastewater collected by Andrews AFB's sanitary sewer system is treated at wastewater treatment facilities owned and operated by Washington Suburban Sanitary Commission (WSSC). Two on-base collection systems convey wastewater by both gravity sewer and force mains. Many of the lift stations have been upgraded in recent years. Moreover, the system is currently being privatized, which is intended to lead to improvements in the system's physical condition and efficiency.

The proposed site would be connected to the sanitary sewer system on the west side of the base that discharges to the West Branch wastewater treatment plant. The West Branch wastewater treatment plant has a capacity of 30 MGD. The main trunk lines on the west side follow West Perimeter Road, Menoher Drive, San Antonio Boulevard, and Colorado Avenue. A 21-inch sewer trunk line exits the west side under Branch Avenue, approximately 1,500 feet south of Georgia Avenue.

### **3.4.2 Potable Water Supply**

The potable water supply at Andrews AFB is supplied by WSSC. The Potomac River supplies two storage reservoirs, which have a combined capacity of 43 billion gallons. Andrews AFB's potable water is treated by the Potomac River Water Filtration Plant. The Potomac Water Filtration Plant has a capacity of 285 MGD. Andrews AFB receives its water supply through three connections of 8-, 12- and 14- inches. Typically, only two of the three connections are open at one time. The smallest connection is typically closed due to lower water pressure. The two service connections improve flow and water quality throughout the system. The required storage capacity at Andrews AFB is 825,000 gallons of potable water, given the average daily demand of 1.65 MGD.

### **3.4.3 Solid Waste Management**

The Civil Engineering Operations Flight manages the program for collecting, handling, and disposing of solid waste generated on the base. The Resources, Recovery and Recycling Program (RRRP) office is responsible for the collection, segregation, accumulation and disposition of domestic waste recyclables from numerous industrial and domestic collection sites. Solid waste generated on the base that cannot be recycled is collected and disposed of by a contractor to at a licensed landfill in Prince George's County. In addition, construction debris is disposed of at an off-site landfill by the contractor responsible for any renovation or demolition activities.

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## **3.5 Topography, Geology, and Soils**

### **3.5.1 Topography**

Andrews AFB is located near the western margin of the Coastal Plain physiographic province. This province is characterized by gently rolling hills and valleys (USGS 2004). Elevations at the base range from approximately 220 feet above mean sea level (amsl) in the southeast corner of

the base to approximately 280 feet amsl in the northern section. Areas of moderately sloping topography are limited to stream banks.

### **3.5.2 Geology**

The Coastal Plain Province is underlain by a wedge of unconsolidated sediments, including gravel, sand, silt, and clay. The thickness of these sedimentary layers is approximately 1,300 feet in the vicinity of Andrews AFB. The sediments dip eastward at a low angle, generally less than one degree, and thicken seaward. Surface materials are comprised mainly of sand and gravel with minor amounts of silt and clay.

### **3.5.3 Soils**

The Soil Conservation Service completed a detailed soil survey of Andrews AFB in 1974 (SCS 1974). Approximately 85% of Andrews AFB has been disturbed by cut and fill or other construction activities since 1942. Soils on most of the airfield and base lands north and south of the airfield are mapped as Udorthents, defined as soils that have been altered by cutting, filling, or urban development. Soils throughout the airfield were graded during construction of the runways, taxiways, and overrun surfaces. Most soils south of the airfield constitute cuts and fills associated with two abandoned landfills and construction of South Perimeter Road, Base Lake, a series of borrow pits, and (more recently) an extension to the base golf course. Soils in the narrow floodplain bordering the channel of Piscataway Creek are mapped as Iuka fine sandy loam, a soil mapping area known to contain inclusions of poorly drained hydric soils.

The Gibson soil survey of 1978 indicates 12 soils in the project area. The majority of soils in the proposed project area are characterized as prime farmland. Soils are well drained with a water table deeper than 6 feet.

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## **3.6 Water Resources**

### **3.6.1 Groundwater**

Shallow groundwater occurs beneath Andrews AFB within the Brandywine Formation and the underlying Calvert Formation. These formations range in thickness from 65 to 150 feet. Groundwater is generally encountered at the base from approximately 4 to 9 feet below the ground surface. In general, the direction of groundwater flow at the base is toward the south to Piscataway Creek (NOAA 2004).

Deep aquifers beneath Andrews AFB occur in the Magothy, Patapsco, and Patuxent Formations. Each of these aquifers has the potential to yield significant quantities of water. The estimated depths to the tops of the aquifers range from 300 to 900 feet (HQ Air Force 2001).

### **3.6.2 Surface Water**

Andrews AFB is located on a drainage divide that separates the watersheds of the Potomac River to the west from the Patuxent River to the east. The majority of the base drains to the south and west and is within the Potomac River watershed. Headwater tributaries to the Potomac River

1 originating on the base include Piscataway Creek, Meetinghouse Branch, Paynes Branch, and  
2 Henson Creek. The northeast section of the base is within the Patuxent River watershed. Two  
3 headwater tributaries to the Patuxent River, Cabin Branch and Charles Branch, originate in this  
4 section of the base. In addition to these watercourses, nine small ponds and Base Lake are  
5 located within the installation. Base Lake covers approximately 14 acres in the southern section  
6 of the base. There are no natural surface waters in the proposed project area. The proposed site  
7 is within a hundred feet of Meetinghouse Branch to the southwest.  
8

### 9 **3.6.3 Wetlands**

10 A wetland survey was conducted in 2004 at Andrews AFB. No wetlands are located within the  
11 proposed project area. The closest wetland is approximately 1,000 feet east of the southeast  
12 corner of the proposed project area. The wetland is east of Brookley Avenue, between Arkansas  
13 Road and D Street.  
14

### 15 **3.6.4 Floodplains**

16 Formal mapping of floodplains at Andrews AFB is underway. Based on its position in the  
17 landscape, this mapping is likely to depict base floodplains as limited to narrow zones of low-  
18 lying land immediately adjacent to stream channels.  
19

20 Prince George's County has performed flood modeling as part of a comprehensive watershed  
21 management plan for Piscataway Creek (Prince George's County 1986b). The modeling showed  
22 that South Perimeter Road in the southern section of Andrews AFB is susceptible to inundation  
23 by the 100-year flood. The modeling projects that a 100-year flood would inundate South  
24 Perimeter Road to a depth of 2.5 feet at the point where it crosses Piscataway Creek. The  
25 proposed project site is not located within the 100-year floodplain.  
26

### 27 **3.6.5 Drainage**

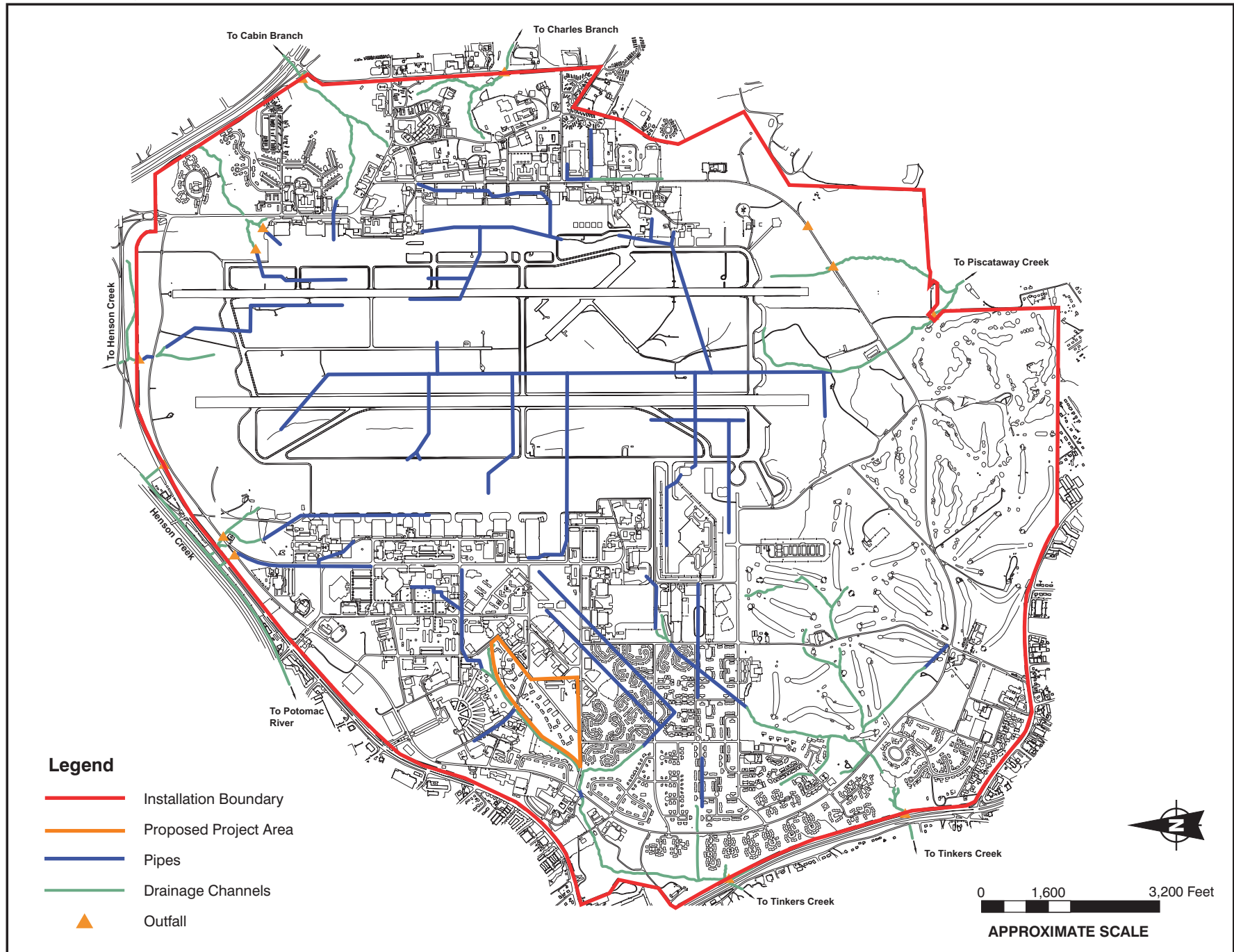
28 Andrews AFB's stormwater system of catch basins and culverts guide water through a series of  
29 natural drainages, underground storm sewer pipes and man-made ditches. There are  
30 approximately 16 stormwater outfall basins. The majority of stormwater leaving the base drains  
31 into the Piscataway Creek watershed and eventually into the Potomac River. Figure 3-2 depicts  
32 Andrews AFB's storm drainage system. The west side of the base has a storm drainage channel  
33 flowing in a southwesterly direction from Freedom Hall to a discharge point south of Georgia  
34 Avenue. This channel collects all storm drainage in the housing and administrative areas. The  
35 drainage channel comprises the northwestern border of the proposed site and is between 200 and  
36 300 feet from the existing buildings on the site.  
37

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## 38 **3.7 Biological Resources**

### 39 **3.7.1 Vegetation**

40 Andrews AFB is located in the Oak-Pine Forest Region, Atlantic Slope Section (Braun 1950). In  
41 the original forest, deciduous trees (predominantly oaks and hickories) were the most abundant.



**Figure 3-2 Storm Drainage System,  
Andrews AFB**

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1 A significant portion of Prince George's County has been deforested for urban and suburban  
2 development.

3  
4 Vegetation communities at Andrews AFB consist of extensively managed landscape areas  
5 (improved areas) and other unmanaged patches of natural plant communities. Nearly 80% of the  
6 base is developed or intensely managed (improved or semi-improved). The intensely managed  
7 improved areas include lawns, gardens, golf course fairways, ponds, bare ground, and  
8 recreational fields. Semi-improved areas include runway borders, the infield, and approach clear  
9 zones, where vegetation is permanently maintained in an herbaceous condition. The remaining  
10 unimproved areas at the base primarily comprise late successional ecological communities,  
11 including mixed hardwood forests, mixed hardwood/pine forests, oak forests, oak/hickory  
12 forests, oak/pine forests, pine forests, and red maple swamp. These communities cover  
13 approximately 600 acres and are concentrated in the southern section of the base and around the  
14 base perimeter. Some scattered areas on the base also contain early successional herbaceous  
15 communities dominated by nonindigenous, invasive plants, such as Japanese honeysuckle  
16 (*Lonicera japonica*), English ivy (*Hedera helix*), wintercreeper (*Euonymus fortunei*), privet  
17 (*Ligustrum* spp.), periwinkle (*Vinca minor*), wineberry (*Rubus phoenicolasius*), tree-of-heaven  
18 (*Ailanthus altissima*), oriental bittersweet (*Celastrus orbiculatus*), autumn olive (*Elaeagnus*  
19 *umbellata*), Russian olive (*Elaeagnus angustifolia*), beggar-ticks (*Bidens polylepis*), tall fescue  
20 (*Festuca elatior*), purple loosestrife (*Lythrum salicaria*), Korean lespedeza (*Lespedeza cuneata*),  
21 common reed (*Phragmites australis*), and multiflora rose (*Rosa multiflora*).  
22

23 The majority of the proposed project area is currently maintained lawn with ornamental trees.  
24 The northwestern border of the site comprises a narrow forested area consisting of oaks (*Quercus*  
25 sp.), pines (*Pinus* sp.), sweet gum (*Liquidambar styraciflua*), maples (*Acer* sp.), and elms (*Ulmus*  
26 sp.). Beyond the tree line to the north and northwest is the drainage channel previously  
27 described in Section 3.5.  
28

### 29 **3.7.2 Wildlife**

30 Wildlife diversity at Andrews AFB is limited due to the relatively minimal coverage and  
31 fragmented nature of natural habitats occurring at the installation. The maintained grassy areas  
32 associated with the airfield provide habitat for a variety of bird species that utilize open field  
33 habitats such as raptors, blackbirds, starlings, crows, and various species of songbirds. Small  
34 mammals utilizing this habitat would likely include the eastern cottontail rabbit, skunk, and  
35 various rodent species. Relatively greater species diversity would be expected in the upland and  
36 wetland forested habitats around the perimeter of the base. Larger mammal species such as gray  
37 fox, Virginia opossum, beaver, white-tailed deer, and raccoon as well as various species of  
38 reptiles and amphibians would likely be present in these areas. Base Lake, and to a lesser extent  
39 the other open water areas present on the base, provide habitat for various species of migratory  
40 waterfowl.  
41

42 The proposed project area is a developed landscaped area. Wildlife diversity at the site is fairly  
43 limited and restricted to small birds and mammals, including crows, blackbirds, squirrels and  
44 rabbits.  
45

### 3.7.3 Threatened and Endangered Species

Inventories of Federal and state threatened and endangered species have been conducted at Andrews AFB in 1993, 1996/1997, and 2004/2005 (Davis 1993; Parsons 1998; E&E 2005). Table 3-7 lists the threatened and endangered species that have been identified as occurring at Andrews AFB, as well as the species protection status and habitat requirements.

**Table 3-7 Federal Threatened and Endangered Species and State-Listed Threatened and Endangered and Rare Species at or in the Vicinity of Andrews AFB**

Species	Scientific Name	Federal Status	State Status	Habitat
Sandplain gerardia	<i>Agalinis acuta</i>	E	E	South of the flightline near the 13 <sup>th</sup> tee of The Course at Andrews Air Force Base
Ten-lobed agalinis	<i>Agalinis obtusifolia</i>	NS	E	South of the flightline and east of the old landfill site
Curtis' three-awn	<i>Aristida curtissii</i>	NS	R	Southeastern portion of airfield near the fire training facility
Spiral pondweed	<i>Potamogeton spirillus</i>	NS	R	East shore of the west pond southeast of the Base Lake
Tall nut-rush	<i>Scleria triglomerata</i>	NS	R	Southern perimeter fence of the base below the south clear zone of the east runway
Carolina foxtail	<i>Alopecurus carolinianus</i>	NS	R	Southern end of the wetland located southeast of the intersection of North Perimeter Road and Patrick Avenue
Swollen bladderwort	<i>Utricularia gibba</i>	NS	WL	Western branch of the Bell Chance Pond

Sources: Davis 1994; Andrews 1998, E&E 2005.

Status Codes:  
 E – Endangered  
 R – Rare  
 NS – No Status  
 WL – Watchlist Species

The only Federally-listed threatened or endangered species potentially occurring within or in proximity to Andrews AFB is the sandplain gerardia. The ten-lobed agalinis is state-listed endangered. There are also five plants considered rare by the state of Maryland, including Carolina foxtail, Curtis' three-awn, spiral pondweed, swollen bladderwort, and tall nut-rush. None of these species have been documented in or near the proposed project area. The closest documented location of a rare species, swollen bladderwort, is approximately 5,000 feet northeast of the proposed project site in the western branch of Belle Chance pond.

## 3.8 Cultural Resources

Section 110 (a)(2) of the National Historic Preservation Act (NHPA; 16 U.S.C. 470, as amended) requires Federal agencies to inventory, protect, and maintain historic properties under their jurisdiction. Under Section 110 of the NHPA, Federal agencies are obligated to take into account the effect of their undertakings on cultural resources and to provide the Advisory Council on Historic Preservation an opportunity to comment on these undertakings. An

Integrated Cultural Resources Management Plan (ICRMP) (2003) has been developed for Andrews Air Force Base (AFB) and the base's discontinuous properties, Davidsonville Transmitter Station and Brandywine Receiving Station. The ICRMP provides guidance for the management of cultural resources as an integral part of the Base Comprehensive Plan (BCP), as required by Air Force Instruction (AFI) 32-7065, *Cultural Resources Management*, for the five-year period beginning in fiscal year 2002. It also documents the base's prehistory, history, cultural resource investigations, and identified cultural resources.

According to the ICRMP, seven cultural resource surveys and investigations have been conducted at Andrews AFB. In 1993, National Park Service prepared a Cultural Resource Report and Management Recommendations. In 1994, John Cullinane Associates inventoried and evaluated all pre-1947 buildings and structures. In 1995, Argonne National Laboratory conducted a Phase I archaeological investigation. The same year, K.J. Weitze of Geo-Marine, Inc. conducted an inventory of Cold War properties. In 1996, the National Parks Service (NPS) assessed the historical properties inventory and compliance efforts for Andrews AFB as part of the *U.S. Air Force Cultural Resources Servicewide Overview Project*. In 1999, Paula Bienenfeld and Hope Leininger of Tetra Tech, Inc. conducted a Phase II archaeological investigation of six sites at Andrews AFB (Sites 18PR443 through -448) and three at the Davidsonville Transmitter Station (Sites 18AN958, -959, and -961). In 2002, Parsons conducted an inventory of selected Cold War properties using MDSHPO survey forms.

As a result of these surveys and investigations, it was determined that there is one archeological site (sites 18PR447) and three buildings (Building 1966, Belle Chance Family House, Building 1967, Belle Chance Storage Shed, and Building 1968, Belle Chance Garage) on Andrews AFB that are potentially eligible for listing in the NRHP. The NRHP-eligible archaeological sites and historic structures are summarized in Table 3-8.

**Table 3-8 National Register Eligible Archeological Sites and Buildings at Andrews AFB**

Sites			
Site Number	Site Type	Date	Size
18PR447	Plantation House	Late 18th through Early 19th Century	5,400 sq. meters
Buildings			
Building Number	Building Name	Year Built	Source
1966	Belle Chance (Family Housing)	1912	Harrel and Montagliani 1984 NPS 1993 John Cullinane Associates 1994
1967	Belle Chance (Storage Shed)	1912	John Cullinane Associates 1994
1968	Belle Chance (Garage)	1912	John Cullinane Associates 1994

There are 17 Cold War structures currently located on the proposed project site. These buildings were constructed during the Cold War-era and were pre-fabricated wood structures set on foundations. The buildings were used primarily as visitors' quarters. None of these structures have been recommended as eligible for listing in the NRHP.

### 3.9 Air Quality

The Clean Air Act (CAA) of 1970, 42 U.S.C. 7401 *et seq.*, amended in 1977 and 1990, is the primary Federal statute governing air pollution. The CAA designates six pollutants as criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been promulgated to protect public health and welfare. The six criteria pollutants are particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and ozone (O<sub>3</sub>). The State of Maryland has adopted these Federal standards.

Federal law requires states or local air quality control agencies to have a State Implementation Plan (SIP) that prescribes measures to eliminate or reduce the severity and number of violations of NAAQS and to achieve expeditious attainment of these standards. Areas that do not meet NAAQSs are designated as “nonattainment” for those criteria pollutants. Nonattainment status is further defined by the extent the standard is exceeded.

Andrews AFB is located in Prince George’s County within the Washington Metropolitan Area Air Quality Control Region. Prince George’s County is currently in attainment for NO<sub>2</sub>, CO, SO<sub>2</sub> and PM<sub>10</sub> and lead. Portions of the Washington Metropolitan Area Air Quality Control Region, including Prince George’s County, have been designated as “severe” nonattainment areas for the 1-hour ozone standard.

New standards for 8-hour ozone and PM<sub>2.5</sub> concentrations were promulgated in 1997, and on April 15, 2004 the U.S. Environmental Protection Agency (EPA) designated attainment and non-attainment areas for the 8-hour ozone standard. At that time, Prince George’s County was classified as a moderate non-attainment area for the 8-hour ozone standard. In addition, EPA stated it would revoke the 1-hour standard one year after the effective date of designating attainment and nonattainment areas for the 8-hour standard. Therefore, the 1-hour standard will be revoked as of June 15, 2005.

The designation of the Washington Metropolitan Area Air Quality Control Region as a “severe” nonattainment area for ozone is mainly attributed to nitrous oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) emissions from automobiles in the metropolitan area on warm days with low wind speeds. Maryland has submitted a State Implementation Plan (SIP) for the metropolitan region to attain and maintain compliance with the NAAQS in accordance with the CAA for the 1-hour ozone standard. Maryland must submit a revised SIP to address the 8-hour ozone standard nonattainment designation by June 2007. The NAAQS are not to be exceeded more than once per year, except for O<sub>3</sub> and particulate matter less than 10 micrometers in diameter (PM<sub>10</sub>), which are not to be exceeded more than an average of one day per year for a 3-year period. Although the 1-hour ozone standard will be revoked, the current SIP will remain in effect until a new SIP is developed and implemented by 2007.

On December 17, 2004, the Environmental Protection Agency (EPA) designated areas for the Fine Particle (PM<sub>2.5</sub>) NAAQS. As a part of the Washington Metropolitan Area Air Quality Control Region, Prince George’s County was designated as non-attainment for PM<sub>2.5</sub>. As required by this regulation, the State of Maryland must detail control requirements in plans demonstrating how they will meet the PM<sub>2.5</sub> national air quality standard. States must submit

their plans to EPA within three years after the Agency's final designations become effective. EPA is developing a PM<sub>2.5</sub> implementation rule to provide further guidance on what should be included in PM<sub>2.5</sub> plans. The rule will be proposed in early 2005 and finalized by early 2006.

### 3.9.1 The General Conformity Rule

The General Conformity Rule has been promulgated by EPA to ensure that the actions of Federal departments or agencies conform to the applicable SIP. The General Conformity Rule covers direct and indirect emissions of criteria pollutants or their precursors that are caused by a Federal action, are reasonably foreseeable, and can practically be controlled by the Federal agency through its continuing program responsibility. Conformity is demonstrated if the total net emissions expected to result from a Federal action in a nonattainment or maintenance area will not:

- Cause or contribute to any new violation of any NAAQS;
- Interfere with provisions in the applicable SIP for maintenance of any standard;
- Increase the frequency or severity of any existing violation; or;
- Delay the timely attainment of a standard, interim emission reduction or milestone including, where applicable, emission levels specified in the applicable SIP for purposes of demonstrating reasonable further progress, attainment, or a maintenance plan.

A Federal action is exempt from applicability of the General Conformity Rule requirements if the action's total net emissions are below the *de minimis* levels specified in the rule and are not regionally significant (i.e., the emissions represent 10% or less of nonattainment or maintenance area's total emission inventory of that pollutant) or are otherwise exempt per 40 CFR 93.153. Total net emissions include direct and indirect emissions from all stationary point and area sources, construction sources, and mobile sources caused by the Federal action. However, there are special considerations regarding mobile-source emissions. If the action or a portion of the action is subject to the transportation conformity rule, that portion of the action is not subject to the General Conformity Rule.

With the revocation of the 1-hour ozone standard after June 15, 2005, there is no clear direction for determining which *de minimis* threshold will be applicable to Prince George's County after that date; consequently, it is assumed that the *de minimis* threshold for the current severe ozone nonattainment area designation (25 tpy) remains applicable. Since the area was not previously given a PM<sub>2.5</sub> designation, no *de minimis* threshold for PM<sub>2.5</sub> is assumed applicable to the area.

### 3.9.2 Air Quality Operating Permit

Andrews AFB is divided into several organizational elements for purposes of air quality permitting. Air Force operations under the 89<sup>th</sup> Airlift Wing operate under a Title V Operating Permit issued by the MDE. The Title V Operating Permit includes various emission source types including boilers, paint booths, fuel tanks, and generators. There were 60 emission units in 2002 covered by the permit. In addition, there are partner units on the base (Air Force Reserve, Air

1 National Guard, the Navy, and Army/Air Force Exchange) that are not included in the Title V  
2 Operations Permit, but operate emission units under separate statue construction permits issued  
3 by MDE. The calendar year 2002 total emissions for Title V registered sources at Andrews AFB  
4 are provided in the emissions certification report (Andrews AFB 2003).  
5

---

### 6 **3.10 Noise**

7 The primary source of noise at Andrews AFB is associated with aircraft operations and  
8 maintenance. These noise sources impact land uses on the station as well as in the surrounding  
9 developed areas. The noise environment around an air station typically is described using a  
10 measure of the cumulative noise exposure (i.e., day-night average sound level [DNL]) that  
11 results from aircraft operations. DNL takes into consideration the time of day that aircraft events  
12 occur. Noise that occurs between 10:00 p.m. and 7:00 a.m. is weighted more heavily than noise  
13 during the day to account for the difference in human noise perception during the nighttime  
14 hours. Within the 65 DNL contour, noise levels are similar to an urban environment. Noise  
15 levels in the 75 DNL contour would be similar to the downtown area of a major city.  
16

17 Noise zones associated with Andrews AFB are generally asymmetrical, reflecting higher noise  
18 levels east of the runways because of the greater number of closed pattern flight operations  
19 conducted over the more rural landscape east of the base (89 AW, 1998). Most of the central  
20 part of the base, including the airfield, flight lines, Base Lake Recreation Area, eastern extension  
21 of the golf course, and some of the administrative areas in the eastern part of the base, are located  
22 within the 80+ decibel (dB) DNL or the 75-80 dB DNL noise zones. The remainder of the  
23 eastern part of the base and areas close to the western flight line are within the 65-75 dB DNL  
24 noise zone. The proposed NCR Readiness Complex would be constructed in an area of Andrews  
25 AFB that is subject to noise levels of less than 66 db DNL.  
26

---

### 27 **3.11 Hazardous Materials and Waste Management**

28 Andrews AFB is a large quantity generator of hazardous waste permitted under the Resource  
29 Conservation and Recovery Act (RCRA). The 89th Civil Engineering Squadron Environmental  
30 Flight is responsible for compliance with the base's Toxic Substances Control Act (TSCA)  
31 permit. Primary types of hazardous wastes generated at Andrews AFB include batteries, used  
32 fuel and oil, solvents, fluorescent bulbs, contaminated rags and fuel filters, and solvent-  
33 contaminated solids. The majority of hazardous waste is generated from aircraft operations.  
34

35 Historic fuel supply activities, landfills, and other support and training operations impacted  
36 portions of the ground and surface waters at Andrews AFB with metals, volatile organic  
37 compounds (VOCs), semi-volatile organic compounds (SVOCs), polyaromatic hydrocarbons  
38 (PAHs), polychlorinated biphenyls (PCBs), and pesticides. Andrews AFB was formally added  
39 to the National Priorities List (NPL) in June 1999.  
40

41 The Environmental Restoration Program (ERP), formally known as the Installation Restoration  
42 Program (IRP), was established by the DoD to protect human health and the environment by

1 addressing sites where past activities led to releases of hazardous substances to the environment.  
2 These sites are addressed based on the Comprehensive Environmental Response, Compensation  
3 and Liability Act (CERCLA), as well as the National Oil and Hazardous Substances  
4 Contingency Plan (NCP). Andrews AFB is responsible for 27 ERP Sites and 6 Areas of Concern  
5 (AOCs) on the base and on remote sites located in Brandywine and Davidsonville, Maryland.  
6

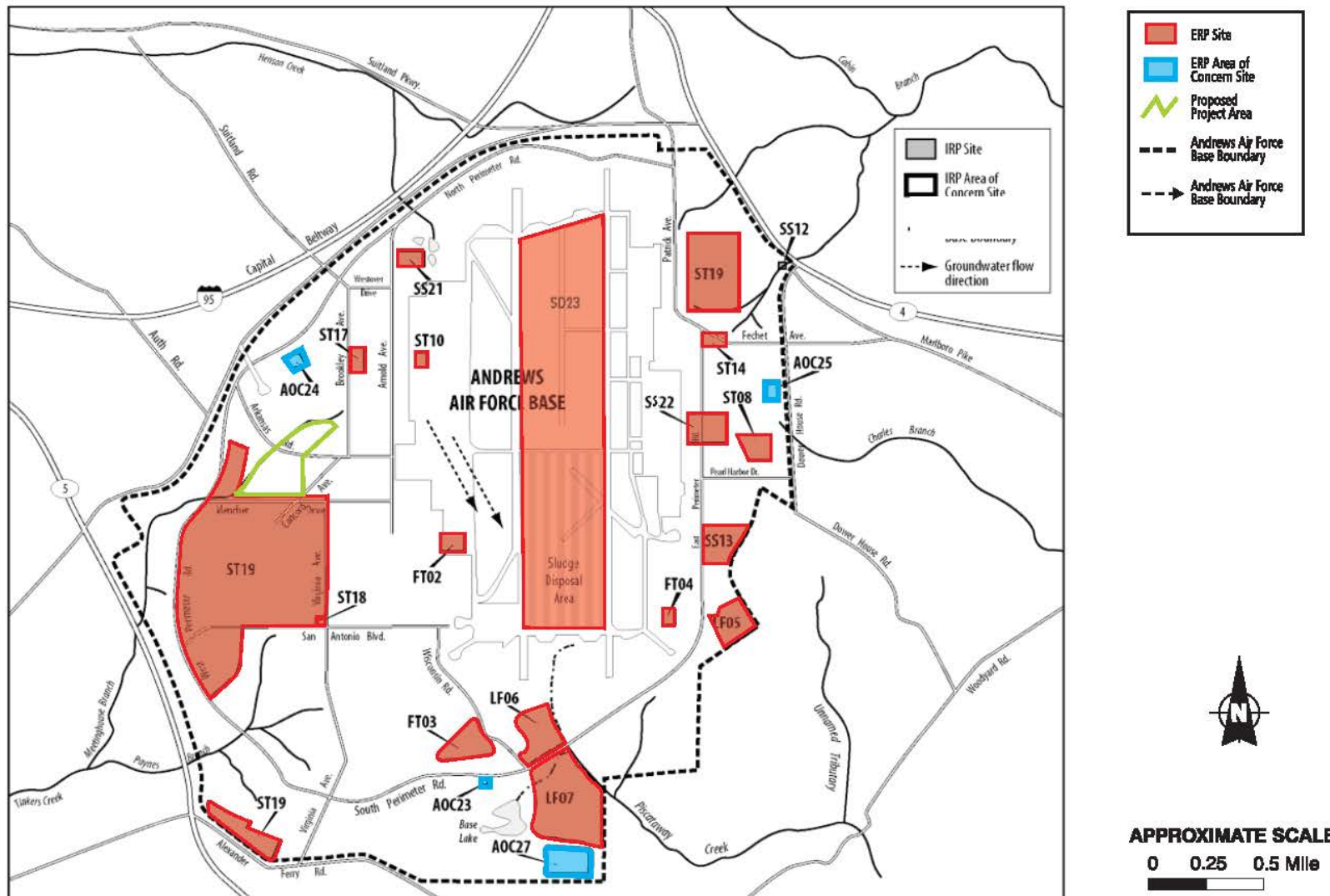
7 Figure 3-3 provides the locations of the ERP sites and AOCs at the main base. The proposed  
8 project area is adjacent to ERP Site 19. ST19 collectively refers to sites in military family  
9 housing where over 500 underground storage tanks containing heating oil were removed as the  
10 housing units were converted to natural gas. The project to remove the tanks took place in 1993;  
11 today only three sites remain that have been impacted by leakage from the tanks and the  
12 remainder have been closed by the Maryland Department of the Environment. The sites are  
13 located in the Family Housing Units along the western border of the base from the Virginia  
14 Avenue Gate to Menoher Drive, in the southwest corner north of Old Alexandria Ferry, and in  
15 the northeast section, north of Fetchet Avenue and east of Patrick Avenue (Agency for Toxic  
16 Substances and Disease Registry, 2001).  
17

18 Lead-based paint policy at Air Force installations requires that each installation develop and  
19 implement a facility management plan for identifying, evaluating, managing, and abating lead-  
20 based pain hazards. Lead-based paint activities at Andrews AFB are managed by the base  
21 bioenvironmental engineering staff, environmental staff, and representatives from civil  
22 engineering, the medial group, and safety. Lead-based paint detection sampling is accomplished  
23 prior to renovation or demolition of a facility. Inspection and abatement activities for facilities  
24 range from incidental and routine maintenance to full-scale abatement in preparation for  
25 demolition. If lead-based paint is detected in a building prior to an action and is determined to  
26 be a potential hazard or threat, the debris from the demolition or renovation is then disposed of in  
27 accordance with applicable Federal, state, and local hazardous waste and lead abatement  
28 regulations. Lead-based paint is managed according to the base's most recent *Lead-Based Paint*  
29 *Management Plan (2004)*.  
30

31 Asbestos management at Air Force installations is established in AFI 32-1052, Facility Asbestos  
32 Management. AFI 32-1052 requires installations to develop an asbestos management plan for  
33 the purposes of maintaining a permanent record of the current status and condition of all  
34 asbestos-containing material in the installations facility inventory and documenting all asbestos  
35 management efforts. Andrews AFB bioenvironmental engineering staff conducts asbestos  
36 sampling where health issues are a concern. It is the responsibility of the  
37 construction/demolition contractor to conduct any required sampling prior to initiating the  
38 renovation or demolition of a facility. The samples must be sent to a state- or USEPA-certified  
39 laboratory for analysis. Asbestos-containing materials is disposed of in accordance with TSCA  
40 statutes and transported under applicable Department of Transportation regulations. Asbestos  
41 management and operations involving asbestos are conducted according to the base's *Asbestos*  
42 *Management Program Plan (2004)*.

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**Figure 3-3: Environmental Restoration Program Sites and Areas of Concern, Andrews AFB**

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## 4 Environmental Consequences

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This section presents the potential environmental consequences of implementing Alternative 1 and 2 and the No Action alternative. The potential impacts to the human and natural environment were evaluated relative to the existing environment described in Chapter 3. For each environmental resource or issue, anticipated direct and indirect effects were assessed, considering both short- and long-term project effects.

### 4.1 Land Use

The significance of potential land use impacts is based upon the degree of sensitivity to land use changes affected by a proposed action. Typically, land use impacts are considered significant if they would: (1) violate or otherwise be inconsistent with adopted land use plans or policies; (2) undermine the viability of a preferred existing land use activity; (3) create threats to public health, safety, and welfare of adjacent or nearby land users; or (4) conflict with the fundamental mission of an installation. Alternatives 1 and 2 would not conflict with existing land uses or future land use plans.

#### 4.1.1 Alternative 1 (Preferred Alternative)

The site for the Proposed Action is currently maintained as a community area. Alternative 1 would maintain the site for community purposes, including secure conference capabilities and lodging and facilities (collocated club). Demolition of the current structures on-site would occur in order to accommodate construction of the new facilities. Andrews AFB offers several beneficial land use characteristics that would benefit operation of the proposed NCR Readiness Complex: (1) convenient transportation in the form of the airfield and the I-95 corridor; and maximum security to visitors. Implementation of Alternative 1 would not require Andrews AFB or Prince George's County to alter their planning assumptions and recommended land uses; therefore, no change to the local planning documents would be required.

#### 4.1.2 Alternative 2

Similar to Alternative 1, Alternative 2 would not result in significant land use changes. Implementation of Alternative 2 would benefit Andrews AFB by providing secure conferencing that satisfies all information security requirements as well as a location with secure and convenient transportation to the airfield.

#### 4.1.3 No Action

Under the No Action alternative, there would be no changes to current land uses at Andrews AFB or the surrounding area. As a result, there would be no land use impacts associated with this alternative.

## 4.2 Socioeconomics

The socioeconomic impacts of implementing the proposed action would be limited to the effects on the local economy, employment and personal income. Due to the fact that the proposed action would occur entirely within the boundaries of Andrews AFB, it is anticipated that there will be no significant impacts to population, housing, or taxes and revenue.

### 4.2.1 Alternative 1

#### Population

Implementation of the proposed action under Alternative 1 would not result in any significant changes in the permanent local population of Prince George's County or within the Washington-Baltimore CMSA. The short-term construction period would result in temporary construction jobs generated in the local area. However, given the large metropolitan area from which to draw from, it is anticipated that the majority of these jobs would be filled locally and not require relocations.

With operation of the NCR Readiness Complex, some limited additional permanent jobs would be available at the conference, lodging, and dining (collocated club) facilities. Depending on the task, these positions would either be filled by current military personnel stationed at Andrews AFB or non-military personnel residing in the local area.

#### Housing

There are no anticipated impacts to housing at Andrews AFB or the local community surrounding the base. Due to the construction being most likely performed by local contractors that would commute to the site each day, there should not be a need for temporary housing. At most, occasional hotel rooms would be required for construction management personnel, but would not affect the local hotel room inventory. In addition, as discussed above, either military personnel or local civilians currently residing in the area would fill any permanent new employment opportunities. In either case, there would be no significant impact on the local housing inventory.

#### Economy

The short-term economic impact of proposed action implementation under Alternative 1 would be positive to the local community. Nearly \$92 million in construction costs would be expended for the building of the proposed NCR Readiness Complex, including the Mission Planning Center, lodging, and dining facilities as shown in Table 4-1.

**Table 4-1 Construction Costs for Alternative 1**

Facility	Cost (in millions)
Lodging Facility	
Phase I	\$27
Phase II	\$23
Mission Planning Center (Conference Center)	\$33
Dining Facility (Collocated Club)	\$8.4
<b>Total</b>	<b>\$91.4</b>

1 Based on the size and industries represented in the Washington-Baltimore CMSA, it is  
2 anticipated that this construction work would be performed by local contractors, and the Air  
3 Force would use local labor and contractors to the extent feasible. This construction spending  
4 would also result in secondary indirect and induced economic benefits to the local community.  
5 The result of spending almost \$92 million primarily in the local community would benefit both  
6 local businesses and consumers.  
7

8 Implementation of the proposed action under Alternative 1 would also have long-term positive  
9 benefits to the local community. There would be a moderate increase in spending in the local  
10 community resulting from the influx of attendees to the area for meetings. However, this  
11 spending would be limited, due to the fact that most of the lodging/amenities would be provided  
12 to meeting attendees within the boundaries of Andrews AFB.

### 13 **Employment and Income**

14 Implementation of the proposed action would benefit local construction employment in the short-  
15 term as the NCR Readiness Complex is constructed at Andrews AFB. It is assumed that the cost  
16 attributed to construction payroll expenditures is included in the total construction cost numbers  
17 in Table 4-1. To the extent practicable, the Air Force would use local labor to complete the  
18 proposed action.  
19

20 Under Alternative 1, it is anticipated that between 90 and 200 full-time employees (depending on  
21 events) would be required to operate the NCR Readiness Complex. It is assumed that this will  
22 consist of half military personnel and half civilians (50-50). The required military personnel are  
23 assumed to already be stationed at Andrews AFB, and consequently would not have a significant  
24 impact to the local community with respect to additional jobs or income.  
25

26 The civilian employees that would be hired (ranging from 45 to 200) from the local community  
27 would consist of cooks, housekeeping, front-desk, and similar activities that would be anticipated  
28 at a conference center and an associated hotel and dining facility. It is difficult to quantify the  
29 increase in employment or income that will result from implementation of Alternative 1, due  
30 primarily to the fact that the number and type of positions that civilian employees would hold  
31 may fluctuate annually. However, there is sufficient information to state that there will be a  
32 moderate positive economic benefit to the community for full-time employment when the  
33 proposed action is implemented.

### 34 **Taxes and Revenue**

35 There would be a moderate net positive tax impact with implementation of Alternative 1 as a  
36 result of potential spending by meeting attendees coupled with the additional disposable income  
37 associated with full-time staff. However, this benefit would be limited and not considered  
38 significant under Alternative 1.

### 39 **Environmental Justice**

40 As discussed in Chapter 3, there are four census tracts surrounding Andrews AFB that would be  
41 considered sensitive populations as defined by Executive Order 12989. This is based on their  
42 percent level of either minority population, population living below the poverty level, or  
43 population aged 17 or younger (see Table 3-6). On the basis of the analysis of environmental  
44 impacts as documented in this EA, implementation of Alternative 1 would result in no significant

environmental impacts in any resource area. Thus, Alternative 1 would cause no disproportionately high or adverse health or environmental effects on minority or low-income populations pursuant to Executive Order 12898, nor would implementation of this alternative pose disproportionate environmental health or safety risks to children pursuant to Executive Order 13045.

## **4.2.2 Alternative 2**

### **Population**

As described for Alternative 1, implementation of the proposed action under Alternative 2 would have no significant impact on local population either at the local or regional level.

### **Housing**

As described for Alternative 1, implementation of the proposed action under Alternative 2 would have no significant impact to the housing inventory either at the local or regional level.

### **Economy**

Implementation of Alternative 2 would result in short-term and positive economic impacts to the local community, but not to the extent described for Alternative 1 because under this alternative, only the Mission Planning Center conference facilities would be constructed and operated. In this case, there would be approximately \$33 million in construction costs expended for the building the Mission Planning Center, \$59 million less than for Alternative 1. Based on the size and industries represented in the Washington-Baltimore CMSA, it is anticipated that construction services would be performed by local contractors and the Air Force would use local labor to the extent feasible. The construction impacts and related economic impact due to spending would be positive in nature, but significantly less in magnitude than described for Alternative 1. This proposed construction spending would also result in secondary indirect and induced economic benefits to the local community. However, the benefits would be significantly less under Alternative 2 than under Alternative 1.

The long-term benefits to the local community under Alternative 2 would also be positive. The proposed Mission Planning Center could accommodate up to 525 attendees (265 in the main auditorium and the remainder in the other conference rooms in the facility), but under Alternative 2, no additional lodging or dining facilities are proposed. Furthermore, existing facilities are not available to lodge all of these meeting attendees. Since existing lodging facilities at Andrews AFB would be unable to accommodate more than about 50 meeting attendees, many individuals would travel off base and use dining and lodging facilities available within the local community or the region. Although the economic benefit would not be contained completely within Prince George's County, it is assumed that the majority of the economic benefit would be experienced within the Washington-Baltimore CMSA.

It is estimated that the maximum attendance at the Mission Planning Center would be about 525 individuals, with (350) out-of-towners and 175 local attendees, who would travel home in the evening. Under Alternative 2, it is estimated that about 300 of the out-of-town meeting attendees would require lodging in the area surrounding Andrews AFB. Although difficult to quantify

given the frequency and average attendance at meetings, this would be a significant and positive net economic benefit to the local community given current per diem rates.

### **Employment and Income**

Both the short-term construction and long-term operational employment figures under Alternative 2 will be less than those described under Alternative 1. The short-term construction labor is assumed to be a portion of the \$33 million proposed for the Mission Planning Center. This is approximately one-third of the construction costs under Alternative 1.

Long-term operational employee requirements (estimated at approximately 60 individuals) would only be available for operation of the Mission Planning Center. With half of these being military personnel, it is estimated that only 30 positions would be created for individuals in the local community. While this level of new employment would have a positive economic benefit for the local community, it would be significantly less than under Alternative 1.

### **Taxes and Revenue**

Similar to Alternative 1, there would be a moderate net positive tax impact under Alternative 2 due to potential spending by meeting attendees for meals and lodging in the local area, in addition to a limited increase in disposable income associated with the hiring of full-time staff for the proposed Mission Planning Center.

Expenditures by attendees would include meals, lodging and incidentals, although specific numbers are difficult to quantify with any accuracy. Assuming 525 total attendees, with up to 300 staying in local hotels and the majority dining in the general Washington-Baltimore CMSA, there would be considerable spending in the local community. Presently, approximately 82% of the current revenue from the county is derived from taxes, and additional revenue from hotel taxes would increase that figure.

### **Environmental Justice**

The environmental justice implications under Alternative 2 would be identical to those described under Alternative 1.

#### **4.2.3 No Action**

Under the No Action Alternative, there would be no changes to current socioeconomic conditions at Andrews AFB or in the surrounding area. As a result, there would be no socioeconomic impacts associated with implementation of this alternative.

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## **4.3 Transportation**

Implementation of the proposed action would result in an increase in the number of trips to and from Andrews AFB, but would likely not result in an increase in the number of individuals permanently assigned to the base. Based on available traffic data, the LOS on Andrews AFB roadways is not expected to decrease, although there would be a slight increase in traffic under either Alternatives 1 or 2. While off-base roadway impacts cannot be determined at this time due to the lack of information available to distribute the trips to the off-base roadway network, it

can be assumed that the majority of the individuals entering and exiting the base would utilize I-95/495. It is also assumed that I-95/495 would have available capacity to accommodate the trips associated with the implementation of either Alternatives 1 or 2.

Preparation of this transportation analysis was developed based upon a worst-case scenario, which would be unlikely to occur on the base, but is necessary for the determination of transportation impacts. Several assumptions were used during the preparation of this analysis, including:

- Maximum occupancy for meeting at the NCR Readiness Complex is 750 people (500 fly in and spend night at hotel, while an additional 250 drive in from surrounding local area).
- Employee 20% - 20% - 60% breakdown for NCR Readiness Complex, dining (collocated club), and lodging. Of the maximum employees (200), 40 would be assigned to NCR Readiness Complex, 40 to dining, and 120 to for lodging.
- Employee military to civilian ratio is 50:50. Military personnel live on-base and civilians live off-base.
- Military employees are included in existing traffic impacts and do not signify new on-base impacts resulting from proposed activities.
- On-base existing housing can accommodate 50 out-of-town guests.

#### 4.3.1 Alternative 1

Although implementation of Alternative 1 would involve the construction of additional facilities resulting in the increased potential for visitors to Andrews AFB, Alternative 1 would be expected to result in fewer total vehicle trips than Alternative 2. This would occur primarily due to the collocation of facilities (i.e., housing, dining, and recreation services) and the decreased number of vehicle trips, which is characteristic of multi-use facilities.

The implementation of Alternative 1 would generate a total of approximately 1,000 vehicle trips for attendees (one trip for hotel guests and two trips for day visitors) and an additional 200 trips for individuals working at the proposed facilities. Even though some of the Complex employees may now be working on base, for conservativeness, the analysis assumes no trip reductions for these employees. Furthermore, no vehicular trip reduction factors for other modes of transportation were assumed. The primary route to access the proposed facilities would be through the Main Gate, to Perimeter Road, to Menoher Drive. According to the *Andrews Air Force Base Comprehensive Transportation Study*, both Perimeter Road and Menoher Drive are operating at an acceptable LOS of C or better. The proposed increase of 1,200 trips associated with the implementation of Alternative 1 would not be expected to result in changes to the LOS of these roadways. Each would continue to operate at an acceptable LOS.

The adoption of the proposed action would result in the closing of California Avenue to through traffic between Arkansas Road and Menoher Drive, thereby resulting in a redistribution of

1 approximately 1,455 trips (average daily weekday traffic) to surrounding roadways (Gannett  
2 Fleming 2004). Although the closing of California Avenue would result in trip redistribution,  
3 specific detail as to the roadways utilized for these trips is not possible. However, this  
4 redistribution of traffic would be entirely within Andrews AFB and would not be expected to  
5 significantly impact the LOS of any of the surrounding roadways outside the Base.  
6

#### 7 **4.3.2 Alternative 2**

8 As indicated previously, the implementation of Alternative 2 would not result in the collocation  
9 of facilities, but would only result in the construction of the Mission Planning Center.  
10 Alternative 2 would generate a total of 700 trips by individuals attending training/meetings at  
11 Andrews AFB, which would account for a 60% decrease in trips from Alternative 1. This  
12 increase primarily would result from the need for these attendees to go off base for food and  
13 lodging because of the lack of restaurant and lodging facilities on base. No vehicular trip  
14 reduction factors for other modes of transportation were assumed. Trips would be assigned to  
15 the same route as identified for Alternative 1. The proposed 700 trips associated with the  
16 implementation of Alternative 2 would not be expected to result in a change in the LOS of any  
17 roadways. Each roadway would continue to operate at an acceptable LOS. Therefore, there  
18 would be no significant impacts to transportation with implementation of Alternative 2.  
19

#### 20 **4.3.3 No Action**

21 Under the No Action alternative, there would be no changes to vehicular transportation on base  
22 or in the surrounding area. As a result, there would be no impacts to transportation associated  
23 with this alternative.  
24

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### 25 **4.4 Infrastructure/Utilities**

#### 26 **4.4.1 Alternative 1**

##### 27 **Wastewater Collection and Disposal**

28 The sanitary sewer system must provide adequate collection and treatment facilities to improve  
29 the quality of wastewater. The system has adequate capacity if it can safely handle all existing  
30 and future demands. The upgrades described in the General Plan (Design Lift Station Upgrade,  
31 Repair of Wastewater Lift Stations, and Repair and Replacement of Sewage Lines Basewide  
32 Phase I-IV) will allow Andrews AFB to satisfy future wastewater needs. Additionally, Andrews  
33 AFB is currently in the process of privatizing wastewater collection and disposal, which should  
34 foster further system improvements.  
35

36 The average wastewater flow at Andrews AFB is 1.1 MGD (O'Brien and Gere, 2001). On  
37 average, an employee or visitor demands 20-35 gallons/day of water usage (toilets, sink faucets,  
38 showers). The assumption of 200 staff for the facilities, a maximum lodging capacity of 500,  
39 and 175 daytime visitors would increase current usage by approximately 30,600 gallons per day,  
40 or nearly 3%. The increased wastewater generation would increase wastewater treatment at the  
41 West Branch wastewater treatment plant by less than 2%. This would not significantly impact  
42 West Branch's ability to treat wastewater throughout the region.

## Potable Water Supply

The potable water supply system must provide adequate supply and distribution to meet existing and future demands. The system has adequate capacity if it can satisfy the duration, flow rate and pressure requirements of industrial and domestic consumption and fire protection. Given the current capacity of the system, it is not anticipated that Alternative 1 or 2 would impact the potable water supply.

Currently, the required storage capacity at Andrews AFB is 825,000 gallons of potable water, given the average daily demand of 1.65 MGD. The Potomac Water Filtration Plant has a capacity of 285 MGD. The addition of 825 people (less than 5% increase of Andrews AFB daily population) would increase potable water supply needs by about 67,000 gallons per day. The increased demand would be less than 2% of the capacity of the Potomac Water Filtration Plant and would therefore not significantly impact the plant's ability to provide Andrews AFB with potable water.

## Solid Waste Management

Andrews AFB currently disposes of solid waste using a private contractor. Waste is landfilled in Prince George's County at the Brown Station Road Sanitary Landfill.

Table 4-1 shows estimates of additional solid waste to be generated and managed upon operation of the NCR Readiness Complex. This total was developed on the basis of the EPA 2001 solid waste generation rate for the United States (4.5 pounds per person per day) (EPA 2002). The construction of the NCR Readiness Complex would increase solid waste generated at Andrews AFB by an estimated 570 tons per year. Using its extensive recycling program, Andrews AFB intends to achieve the 2005 DoD Measure of Merit (MoM) by diverting at least 40% of this nonhazardous solid waste from sanitary landfills.

Waste that is not recycled will be disposed in the Brown Station Road Sanitary Landfill in Prince George's County, which has a capacity of 16.5 million cubic yards. It is estimated that approximately 550,000 cubic yards is landfilled at this location per year. The Brown Station Road Sanitary Landfill has a sufficient ability to handle the additional waste generated by the construction of this facility.

**Table 4-2 Future Solid Waste Generation Levels**

Generators	Estimated Number	Estimated Additional Solid Waste in tons/Year	Recycled Solid Waste
Lodgers	500	410	164
Employees	200	160	64
Total additional waste <sup>1</sup>		570	228
<sup>1</sup> Additional waste is per person rather than facility-based (food waste/packaging, etc) because the 4.5 pounds is all-inclusive.			

Implementation of Alternative 1 will result in a significant quantity of construction and demolition (C&D) waste. The contractors responsible for demolition will also be responsible for disposal of all C&D debris at off-site locations. There are eight C&D waste disposal locations in

Prince George County. Therefore, there would be ample capacity for the C&D debris anticipated from Alternative 1.

#### **4.4.2 Alternative 2**

##### **Sanitary Sewer System**

Construction of the Mission Planning Center would result in approximately 585 daily visitors and employees to Andrews AFB. The increased wastewater generation is estimated at 20,500 gallons/day, or about 2%. The increased wastewater generation would not significantly impact Andrews AFB. Similar to Alternative 1, the increased wastewater generation would result in a negligible impact to West Branch wastewater treatment plant.

##### **Potable Water Supply**

Similar to Alternative 1, Alternative 2 would result in a 4% increase to the daily population at Andrews AFB. The increased demand would be less than 1% of the capacity of the Potomac Water Filtration Plant and would therefore not significantly impact the plant's ability to provide Andrews AFB with potable water.

##### **Solid Waste Management**

The addition of 585 visitors and employees to Andrews AFB would increase waste generation by approximately 480 tons/year. Recycling practices will be similar to those discussed in Alternative 1. It is estimated that approximately 190 tons of solid waste will be recycled to achieve the 2005 DoD MoM for nonhazardous solid waste. Impacts to C&D disposal would be identical to those discussed in Alternative 1. Brown Station Road Sanitary Landfill has sufficient capacity to accommodate the increase from the implementation of Alternative 2.

#### **4.4.3 No Action**

Under the No Action alternative, there would be no impacts to infrastructure.

---

## **4.5 Topography, Geology, and Soils**

The surface disturbances proposed for construction activities for the NCR Readiness Complex construction would have only minor impacts on soils and no impacts on the topography and geology of the area. Per 7 CFR Part 658, the Farmland Protection Policy Act, the proposed project area was assessed using Form AD-1006 (Farmland Conversion Impact Rating). The proposed project area was assessed with a rating of less than 160 points, indicating that it may be "committed to urban development or water storage."

#### **4.5.1 Alternative 1**

Implementation of Alternative 1 would not significantly alter the topography or subsurface geology at the base. The majority of the infrastructure associated with Alternative 1, including sources of electricity, natural gas, potable water systems, and wastewater systems are currently in place. Additionally, the proposed project area is in a developed area that has previously been disturbed. Temporary impacts to surface soils would occur during construction activities. Best management practices (BMPs) would be implemented to control erosion and sedimentation and

would include silt fence and stabilized construction entrances at various entry/exit locations. Vegetated areas disturbed during the project would be hydroseeded following construction to reestablish ground cover. In addition, the construction staging area would be provided with adequate BMPs managed to ensure the proper level of control of vehicles and materials, and the minimum disruption of topography.

An Erosion Control Plan would be prepared for the project in accordance with Maryland Sediment Control Guidelines for State and Federal Projects (MDE 1990). No long-term impacts to topography, geology or soils would be expected following construction of the Mission Planning Center.

#### **4.5.2 Alternative 2**

Implementation of Alternative 2 would have impacts similar to those associated with implementation of Alternative 1.

#### **4.5.2 No Action**

The No Action alternative would have no impact on geology, soils, or topography.

---

### **4.6 Water Resources**

Implementation of any of the Proposed Action Alternative would have only minor, short-term impacts on water resources at Andrews AFB.

#### **4.6.1 Alternative 1**

##### **Groundwater**

Implementation of Alternative 1 would not result in long-term significant impacts to groundwater resources. Best management practices would be implemented so that none of the proposed demolition or construction would directly impact the underlying water table. Potential spills of fuels or other chemicals could occur during construction activities; however, immediate cleanup of spills would prevent any infiltration into area groundwater resources.

##### **Surface Water**

Demolition of existing buildings in the proposed project site, and construction of the NCR Readiness Complex and associated facilities would not directly affect surface waters at Andrews AFB. No natural surface waters are in the vicinity of the proposed project area.

##### **Wetlands**

The NCR Readiness Complex would not be constructed within or near any jurisdictional wetlands.

##### **Drainage**

Alternative 1 includes the demolition of approximately 3 acres of existing buildings and the construction of approximately 8 acres of impervious area in the form of buildings and parking lots. The proposed project area currently has 3.75 acres of impervious area. Alternative 1 would

1 increase the impervious area at the proposed project area by 5 acres, or 133%. As part of the  
2 engineering design, a storm water management plan would be prepared to ensure adequate  
3 collection and treatment of storm water from the developed area.

4 It is anticipated that areas of soil will be temporarily exposed in proximity to the drainage  
5 channel northwest of the project area during demolition and construction. Routine sediment  
6 control practices prescribed by the MDE in the *Maryland Standards and Specifications for Soil*  
7 *Erosion and Sediment Control* (MDE 1994) would be implemented in these areas to prevent the  
8 introduction of sediment into the drainage channel.

9 Since construction and demolition activities would require the disturbance of more than one acre,  
10 a Notice of Intent (NOI) under the general Maryland stormwater discharge permit for  
11 construction activities would be filed with MDE prior to construction.  
12

#### 13 **4.6.2 Alternative 2**

##### 14 **Groundwater**

15 Similar to Alternative 1, it is not anticipated that Alternative 2 would not have long-term or  
16 significant impacts to groundwater resources.

##### 17 **Surface Water**

18 Implementation of Alternative 2 would have impacts identical to that of Alternative 1.

##### 19 **Wetlands**

20 The proposed location of the Mission Planning Center is not within or near any jurisdictional  
21 wetlands.

##### 22 **Drainage**

23 Implementation of Alternative 2 would include the demolition of approximately 3 acres of  
24 existing buildings and the construction of approximately 4 acres of impervious area in the form  
25 of buildings and parking lots. The proposed project area currently has 3.75 acres of impervious  
26 area. Alternative 2 would increase the impervious area at the proposed project area by 1 acre, or  
27 25%.

28 The environmental controls and best management practices described in Alternative 1 would be  
29 implemented in Alternative 2.  
30

#### 31 **4.6.3 No Action**

32 Under the No Action Alternative, there would be no changes to surface water, groundwater, or  
33 drainage (including the amount of impervious area or storm water management) at Andrews  
34 AFB. In addition, no wetlands would be affected. As a result, there would be no water resources  
35 impacts associated with implementation of this alternative.  
36

## **4.7 Biological Resources**

Implementation of Alternative 1 or 2 would not have significant impacts on the biological resources at Andrews AFB.

### **4.7.1 Alternative 1**

#### **Vegetation**

Implementation of Alternative 1 would have no significant effects on vegetation at the base. Vegetation on the site is limited primarily to maintained grassy areas with ornamental trees and shrubs that are intermixed with developed areas. No forested areas will permanently be removed as a result of this project. All maintained grassy areas disturbed during construction that are outside of the building footprints will be seeded immediately following construction with approved seed mixtures to facilitate revegetation. Based on the Presidential Memorandum of April 26, 1994, titled "Environmentally and Economically Beneficial Practice on Federal Landscaped Grounds," landscaping will incorporate the use of regionally native plants to protect local natural heritage, provide wildlife habitat, and reduce fertilizer, pesticide, and irrigation costs.

#### **Wildlife**

The majority of the proposed project area is currently maintained lawn and provides minimal wildlife habitat. In the vicinity of the tree line along the drainage channel, some minimal but not significant disturbance to resident wildlife may occur as a result of the temporary increase in noise and human activity during construction. Mobile animals (e.g., migratory birds and squirrels) might relocate to nearby areas with similar habitat, while slow or sedentary animals (e.g., amphibians, lizards, and small mammals) could be taken during construction activities. Any impacts on wildlife as a result of the proposed action would not be significant.

#### **Threatened and Endangered Species**

The proposed project area is not inhabited by any known or documented threatened or endangered species; therefore, implementation of the Alternative 1 would have no effect on threatened and endangered species or critical habitats.

### **4.7.2 Alternative 2**

#### **Vegetation**

Similar to Alternative 1, the implementation of Alternative 2 would have no significant impacts to vegetation at Andrews AFB.

#### **Wildlife**

Effects to wildlife resulting from the implementation of Alternative 2 would be identical to those associated with Alternative 1.

## **Threatened and Endangered Species**

Potential impacts to threatened or endangered species are identical to those for Alternative 1. Therefore, implementation of the Alternative 2 would have no effect on threatened and endangered species or critical habitats.

### **4.7.3 No Action**

There would be no impacts to biological resources at Andrews AFB under the No Action alternative, including threatened and endangered species.

## **4.8 Cultural Resources**

### **4.8.1 Alternative 1**

As discussed in Section 3.14, one building and four archeological sites at Andrews AFB are potentially eligible for listing in the NRHP. None of these NRHP-eligible resources are located within or adjacent to the proposed project area. Alternative 1, therefore, will have no effect on these cultural resources currently listed in or eligible for listing in NRHP.

As previously mentioned, approximately 130,000 square feet of existing temporary lodging facilities (TLFs) built during the Cold War would be demolished to accommodate construction of the NCR Readiness Complex. An EA prepared in March 2004 addressing lodging improvements at Andrews AFB evaluated the impact of demolishing these same TLFs. The Maryland Historical Trust reviewed the *Lodging Improvements EA* and found that demolition of the TLFs would have “no effect” on historic properties and that Federal and state historic preservation requirements had been met (MDP 2004). Therefore, implementation of Alternative 1 will have no effect on properties listed in or eligible for listing in the NRHP and Andrews AFB has no further obligations under Section 106 of the NHPA

### **4.8.2 Alternative 2**

Implementation of Alternative 2 would impact the same Cold-War era buildings as discussed above for Alternative 1. Therefore, implementation of Alternative 2 would have no effect on properties listed in or eligible for listing in the NHRP and Andrews AFB has no further obligations under Section 106 of the NHPA.

### **4.8.3 No Action**

The No Action alternative would result in no change to historic or cultural resources, known and unknown, at Andrews AFB.

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## **4.9 Air Quality**

To evaluate air quality impacts associated with the demolition of existing facilities and construction and operation of a new NCR Readiness Complex, the proposed action was divided into two parts: demolition/construction activities and long-term operations. Demolition and construction activities will only occur during the first year of the project. The construction activities considered in this evaluation include the operation of construction equipment and vehicles, demolition of existing structures, site preparation, and paving and building painting

operations. Long-term operations will occur after construction has been completed, and would involve heating/cooling and privately owned vehicles use. Since construction activities and long-term operations would not occur at the same time, these emissions were evaluated separately. To determine impacts on Prince George's County and the entire National Capital Interstate Air Quality Control region for purposes of the Conformity determination, the emissions were totaled for each of these types of activities for the year in which they will occur. For long-term operation, the maximum year of emission is evaluated for General Conformity purposes.

Guidelines recently published by the El Dorado County (California) Air Pollution Control District (*Guide to Air Quality Assessment*, February 2002) provide a reasonable and accepted method for analysis of construction emissions for projects similar to that which is proposed by Andrews AFB; therefore, they are used in this assessment. Construction is assumed to take place over one year for 250 workdays; each workday is assumed to be 8 hours long. Demolition activities are considered to be part of the construction phase of a project.

While the number and type of equipment will vary depending upon the amount and type of work being completed, the operation of construction equipment have been detailed based on the data for each type of construction activities provided in RS Means *Building Construction Cost Data* 2005. Particulate emissions from demolition, site preparation activities and VOC emissions from painting and paving activities were estimated separately.

Since emissions of VOCs and NO<sub>x</sub> are below the *de minimis* standards established by the Conformity Rule both for a severe ozone nonattainment area for the 1-hour ozone standard and for a moderate nonattainment area for the 8-hour ozone standard, a Conformity Determination is not required.

#### 4.9.1 Alternative 1

Total projected annual construction emissions for Alternatives 1 is presented in Table 4-3. The construction equipment activities, emission factors, and emission estimates are detailed in Appendix A.

**Table 4-3 Total Projected Annual Criteria Pollutant Emissions from Construction Activities from Mission Planning Center and Associated Facilities, Andrews AFB (Alternative 1)**

Activity	Emissions (TPY)				
	NO <sub>x</sub>	VOC	CO	SO <sub>2</sub>	PM <sub>10</sub>
Equipment Operation	19	2.0	13	0	1.0
Demolition	0	0	0	0	7.6
Site preparation	0	0	0	0	0.89
Painting and paving	0	9.7	0	0	0
<b>Total</b>	<b>19</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>9.5</b>

The long-term activities that are evaluated will only occur after construction is complete and the facilities are occupied. The activities considered are building natural gas use and motor vehicle operations (POV). Emissions from natural gas use for heating purposes were estimated using data from United States Department of Energy (USDOE), 2004, Office of Energy Efficiency and

Renewable Energy, *2004 Buildings Energy Databook*, and applying natural gas emission factors from AP-42, 5th Edition, Section 1.4, Tables 1.4-1 and 1.4-2. Total projected long-term emissions for Alternative 1 are listed in Tables 4-4.

**Table 4-4 Long-Term Projected Annual Emissions from Mission Planning Center and Associated Facilities Use, Andrews AFB, Alternative 1**

Activity	Emissions (TPY)				
	NO <sub>x</sub>	VOC	CO	SO <sub>2</sub>	PM <sub>10</sub>
Natural Gas Use	0.32	0.02	0.14	0.002	0.026
Motor Vehicles	7.2	9.1	119	0.17	0.20
<b>Total</b>	<b>7.6</b>	<b>9.2</b>	<b>119</b>	<b>0.17</b>	<b>0.22</b>

#### 4.9.2 Alternative 2

Total projected annual construction emissions for Alternative 2 are presented in Table 4-5. The construction equipment activities, emission factors, and emission estimates are detailed in Appendix A.

**Table 4-5 Total Projected Annual Criteria Pollutant Emissions from Construction Activities Of Mission Planning Center, Andrews AFB (Alternative 2)**

Activity	Emissions (TPY)				
	NO <sub>x</sub>	VOC	CO	SO <sub>2</sub>	PM <sub>10</sub>
Equipment Operation	4.7	0.51	3.3	0	0.25
Demolition	0	0	0	0	7.6
Site preparation	0	0	0	0	0.77
Painting and paving	0	3.1	0	0	0
<b>Total</b>	<b>4.7</b>	<b>3.6</b>	<b>3.3</b>	<b>0</b>	<b>8.6</b>

Total projected long-term emissions for Alternative 1 are listed in Tables 4-6.

**Table 4-6 Long-Term Projected Annual Emissions from Mission Planning Center and Associated Facilities Use, Andrews AFB, Alternative 2**

Activity	Emissions (TPY)				
	NO <sub>x</sub>	VOC	CO	SO <sub>2</sub>	PM <sub>10</sub>
Natural Gas Use	0.06	0.036	0.026	0.0004	0.005
Motor Vehicles	5.2	6.6	86	0.12	0.14
<b>Total</b>	<b>5.3</b>	<b>6.6</b>	<b>86</b>	<b>0.12</b>	<b>0.15</b>

#### 4.9.2 No Action

Under the no action alternative, there would be no change to air quality at Andrews AFB.

### 4.10 Noise

Impacts from noise due to implementation of any of the alternatives would be limited to short-term, minimal increases in noise levels during construction activities. No long term or major changes to the noise environment would occur.

#### **4.10.1 Alternative 1**

Implementation of Alternative 1 would not permanently alter the noise environment in and around Andrews AFB. The proposed project site is located approximately 1,000 feet east of the Malcolm Grow Medical Center, a sensitive noise receptor. If a maximum noise level of 89 dBA measured 50 feet from the source (e.g., a bulldozer) is assumed, the distance from the project area to the Malcolm Grow Medical Center would be sufficient to allow noise levels to naturally attenuate to levels within existing conditions at the installation.

Alternative 1 would temporarily generate brief periods of noise due to the operation of vehicles and equipment involved in facility demolition, site clearing and grading, facility construction, and facility completion. These activities would take place only during the daytime and would be within background noise levels resulting from operation of military aircraft and urban traffic. Upon completion of the project, the noise exposure would return to existing levels, which are dominated by aircraft overflights. Therefore, no long-term or major impact to the noise environment would occur from implementing the Alternative 1.

#### **4.10.2 Alternative 2**

Impacts to noise at Andrews AFB due to implementation of Alternative 2 would be very similar to those described in Alternative 1 although shorter in duration due to the smaller size of the facility. No long term or major impact to the noise environment would occur from implementing Alternative 2.

#### **4.10.3 No Action**

The No Action alternative would not cause any changes to the noise environment on the base or in surrounding communities.

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### **4.11 Hazardous Materials and Waste Management**

No alternative would disturb, nor interfere with, any sites on the National Priority List (NPL) or under investigation or remediation as part of the Andrews AFB Environmental Restoration Program (ERP). The Proposed Action Alternative would not result in a release of a hazardous material.

#### **4.11.1 Alternative 1**

Implementation of Alternative 1 would require minimal use of hazardous materials for construction activities associated with the NCR Readiness Complex. Hazardous materials would be used and wastes generated as part of the maintenance and fueling of equipment that are utilized during these activities. However, construction contractors would be required to comply with the Spill Prevention, Control, and Countermeasures (SPCC) Plan in effect at Andrews AFB in order to meet the regulatory requirement to deal with the potential hazardous waste issue. The existing procedures outlined in AFOSH would be followed for handling and storage of hazardous materials. Furthermore, contractors would be required by contract to remove any

1 hazardous waste generated by fueling and maintenance activities, and to dispose of such waste at  
2 facilities they select in accordance with their own regulatory requirements.

3 Lead-based paint detection sampling and asbestos sampling would be completed prior to  
4 demolition of the facilities. If identified, these materials would be managed in accordance with  
5 the base's *Lead-based Paint Management Plan* and *Asbestos Management Program Plan*.  
6 Demolition of substandard facilities containing lead-based paint and asbestos would decrease the  
7 potential of exposure to lead-based paint and asbestos. The contractors would be required to  
8 dispose of any construction waste at approved landfills not located on Andrews AFB. No  
9 construction activities or disturbances of soil will take place on ERP sites. Therefore, there  
10 would be no significant impacts to human health or the environment by implementation of  
11 Alternative 1.  
12

#### 13 **4.11.2 Alternative 2**

14 All hazardous materials and waste associated with implementation of Alternative 2 would be  
15 handled in the manner described in Section 4.7.1. Similar to Alternative 1, implementation of  
16 Alternative 2 does not involve construction activities or disturbances of soil on or near ERP sites.  
17

#### 18 **4.10.3 No Action**

19 Under the No Action alternative, there would be no change to hazardous materials and wastes  
20 management at Andrews AFB.  
21

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### 22 **4.12 Cumulative Impacts**

23 The CEQ regulations for implementing NEPA define cumulative impacts as “the impact on the  
24 environment which results from the incremental impact of the action when added to other past,  
25 present and reasonably foreseeable future actions regardless of what other agency (Federal or  
26 non-Federal) or person undertakes such other actions” (40 CFR 1508.7).

27 The scope of the cumulative impacts would be limited to the proposed project site at Andrews  
28 AFB. The project is expected to take place over a four-year period. During this same period,  
29 Andrews AFB plans to construct a new TLF at the corner of Brookley Street and F Street, and a  
30 new Fitness Center. Both facilities would be in proximity to the site for the NCR Readiness  
31 Complex. Depending on the timeframe for construction of the proposed TLF and the Fitness  
32 Center, there is the potential for cumulative air quality impacts from construction activities. No  
33 other potential cumulative impacts have been identified.  
34

35 While there are a few minor effects that would be associated with the proposed action, the  
36 implementation of the identified environmental controls (e.g., application of BMPs) would  
37 reduce their level of impact and, thus, reduce any contribution those effects may have made to a  
38 cumulative impact. The proposed NCR Readiness Complex would serve the need for a  
39 Washington, D.C. location for the discreet exchange of classified information by meeting  
40 attendees.  
41

### **4.13 Unavoidable Adverse Impacts**

Unavoidable short-term adverse impacts associated with implementation of the proposed NCR Readiness Complex would include: temporary disturbance to soils from erosion and sedimentation, temporary increase in fugitive dust and air emissions during construction. However, these short-term effects are considered minor and would be confined to the immediate area of construction. The environmental controls that would be implemented as part of the proposed project (e.g., implementation of BMPs) would minimize these potential impacts.

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### **4.14 Relationship Between Short-Term Uses and Enhancement of Long-Term Productivity**

The relationship between short-term uses and enhancement of long-term productivity from implementation of the proposed action is evaluated from the standpoint of short-term effects and long-term effects. Short-term effects would be those associated with the demolition operations and construction operations. In the long-term, the proposed NCR Readiness Complex represents an enhancement to national security by providing a location where the exchange of classified information can be exchanged in a secure government facility at Andrews AFB.

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### **4.15 Irreversible and Irretrievable Commitment of Resources**

This EA identifies any irreversible and irretrievable commitments of resources that would be involved in the proposed action if implemented. An irreversible effect results from the use or destruction of resources (e.g., energy) that cannot be replaced within a reasonable time. An irretrievable effect results from loss of resources (e.g., endangered species) that cannot be restored as a result of implementation of a proposed action.

The short-term irreversible commitments of resources that would occur when implementing the proposed NCR Readiness Complex would include planning and engineering costs, building materials and supplies and their cost, use of energy resources during construction, labor, generation of fugitive dust emissions, and creation of temporary construction noise. During operation of the NCR Readiness Complex, irreversible commitments of resources would include energy resources in the form of natural gas and electricity. Irretrievable commitments of resources are those resources that would be lost for the life of the system. No irretrievable effects have been identified with the construction and operations of the proposed NCR Readiness Complex.

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7

## 6 List of Preparers

<b>Name</b>	<b>Role</b>	<b>Years Experience</b>	<b>Project Responsibility</b>
Dawn Roderique M.S., Urban and Environmental Studies B.A, Geology	Project Director	29	Quality Assurance (QA); Project Management; Proposed Action and Alternatives
Leonid Schmookler M.A., Anthropology, B.A., Anthropology	Archeology	33	Cultural Resources
Gene Stillman M.S., Planning, B.S., Social Science	Planner	11	Transportation
Matt Butwin B.S., Applied Economics/ Business Management	Applied Economics	6	Socioeconomics
Leonid Kramer M.S., Mechanical/-Environmental Engineering, B.S., Mechanical Engineering	Mechanical/Environmental Engineer	30	Air Quality
Maggie Fagan B.S., Biology	Environmental Scientist	2	Affected Environment and Environmental Consequences
Raelynn Harlach AA, Graphic Design	Graphic Designs	12	Figures

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# Appendix A

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**Table A-1 CONSTRUCTION ACTIVITIES  
NCR READINESS COMPLEX, ANDREWS AFB**

<b>Building Project</b>	<b>Acres affected</b>	<b>total sq. ft.</b>
<b>NCR READINESS CENTER</b>	<b>11</b>	<b>355,709</b>
<b>DEMOLITION</b>	<b>3.0</b>	<b>130,000</b>

Table A-2

**CONSTRUCTION EQUIPMENT EXHAUST EMISSIONS  
NCR READINESS COMPLEX, ANDREWS AFB (ALTERNATIVE 1)**

Activity	Equipment List	Equipment quantity	Days Used(1)	Emission Factors (lb/day)(2)							Emissions (lbs/yr)				
				NOx	VOC	CO	SO <sub>2</sub> (3)	PM <sub>10</sub>			NOx	VOC	CO	SO <sub>2</sub>	PM <sub>10</sub>
Demolition	Loader	2	88	11.80	1.35	9.27	n/a	0.64			2,077	238	1,632	0	113
	Haul Truck	2	88	33.55	3.60	22.67	n/a	1.78			5,905	634	3,990	0	313
Backhoe Excavation	Backhoe Loader	2	34	6.66	0.65	3.56	n/a	0.34			453	44	242	0	23
	Haul Truck	2	34	33.55	3.60	22.67	n/a	1.78			2,281	245	1,542	0	121
Cut and fill	Scraper	2	32	35.39	3.64	21.58	n/a	1.85			2,265	233	1,381	0	118
	Bulldozer	2	32	37.45	3.66	20.03	n/a	1.93			2,397	234	1,282	0	124
	Water Truck	2	32	33.55	3.60	22.67	n/a	1.78			2,147	230	1,451	0	114
Trenching	Trencher	2	8	8.31	1.00	7.26	n/a	0.45			133	16	116	0	7
	Track loader	2	8	6.66	0.65	3.56	n/a	0.34			107	10	57	0	5
Grading	Grader	2	32	16.42	1.76	11.09	n/a	0.87			1,051	113	710	0	56
	Bulldozer	2	32	37.45	3.66	20.03	n/a	1.93			2,397	234	1,282	0	124
	Water Truck	2	32	33.55	3.60	22.67	n/a	1.78			2,147	230	1,451	0	114
Concrete Slab pouring	Cement Truck	2	73	33.55	3.60	22.67	n/a	1.78			4,898	526	3,310	0	260
Portable Equipment	Generator	2	250	8.31	1.00	7.26	n/a	0.45			4,155	500	3,630	0	225
	Air Compressor	2	250	8.31	1.00	7.26	n/a	0.45			4,155	500	3,630	0	225
Paving	Paving Machine Roller	2	20	11.91	1.37	9.36	n/a	0.64			476	55	374	0	26
Architectural Coatings	Air Compressor	2	20	8.31	1.00	7.26	n/a	0.45			332	40	290	0	18
Emissions lbs/day				<b>365</b>	<b>39</b>	<b>241</b>	<b>0.0</b>	<b>19</b>	Annual Emissions lbs/yr		<b>37,376</b>	<b>4,082</b>	<b>26,369</b>	<b>0</b>	<b>1,985</b>
Emissions tons/day				<b>0.18</b>	<b>0.019</b>	<b>0.12</b>	<b>0.00</b>	<b>0.010</b>	Annual Emissions TPY(3)		<b>19</b>	<b>2.0</b>	<b>13</b>	<b>0.0</b>	<b>1.0</b>

**Notes:**

- (1) Equipment days used based on the information provided in 2005 RSMeans Building Construction Cost Data  
 (2) Emission factors from El Dorado County APCD CEQA Guide, February 2002.  
 (3) SO<sub>2</sub> emission factor not available

TABLE A-3							
ANNUAL SITE PREPARATION PARTICULATE EMISSIONS FROM CONSTRUCTION NCR READINESS COMPLEX, ANDREWS AFB							
LOCATION	ACRES	ACTIVITY DAYS	BULLDOZING (LBS)	PAN SCRAPING OIL REMOV(LBS)	PAN SCRAPING EARTHMOVING (LBS)	EMISSIONS	
						LBS/YR	TPY
Alternative 1	11	250	1,500	175	110	1,785	0.9
Alternative 2	1.7	250	1,500	28	17.4	1,545	0.77

**Notes:**

Bulldozing dust emissions based on 8hr/activity day \* EF (EPA 1992)

Soil removal dust emissions based on VMT/acre \*acres\*EF (EPA 1992)

Earthmoving dust emissions based on soil removal miles \*3 (BEE)\*EF

EPA 1992 Fugitive Dust Background document (EPA-450/2-92-004) used as data reference.

Table A-4				
ANNUAL VOC EMISSIONS FROM PAVING NCR READINESS COMPLEX, ANDREWS AFB				
Operation	Acres	Emission	EMISSIONS	
		(lbs/acre/day)	LBS/YR	TPY
Paving	11.5	2.62	30	0.015

**Notes:**

Emission factor from El Dorado County APCD- CEQA Guide, February, 2002

Emission Factor = 2.62 lbs per acre paving per day

Table A-5				
ANNUAL VOC EMISSIONS FROM ARCHITECTURAL COATINGS NCR READINESS COMPLEX, ANDREWS AFB				
Operation	Building	Emission	EMISSIONS	
	sq.ft.	(lbs/sq.ft.)	LBS/YR	TPY
Alternative 1	355,709	1.63	19,443	9.7
Alternative 2	36,484	1.63	6,227	3.1

**Notes:**

Emission factor from El Dorado County APCD- CEQA Guide

(1) Emission Factor = 1.63 lbs per sq.ft.

<b>Table A-6</b> <b>ANNUAL PARTICULATE EMISSIONS FROM DEMOLITION</b> <b>NCR READINESS COMPLEX, ANDREWS AFB</b>		
Floor Space To be demolished	(SQ FT)	130,000
Emission from Structure removal	(LBS)	66
Emissions from Debris removal	(LBS)	1,222
Emissions from Vehicle Activity	(LBS)	13,839
<b>Total PM10 emissions</b>	<b>LBS/YR</b>	<b>15,127</b>
	<b>TPY</b>	<b>7.6</b>

**Notes:**

- (1) PM emission from structure takedown based on sq. ft. \*EF
  - (2) PM emission from debris removal based on sq. ft. \*EF
  - (3) PM emission from on-site vehicle activity based on sq. ft. \*EF
  - (4) Pushing (bulldozing) PM emission put under site prep spreadsheet
  - (5) Reference EPA-450/2-92-004 (Fugitive Dust document)
- (all EF's in EPA document converted to english units)

**Table A-7 ANNUAL EMISSIONS FROM NEW SPACE NATURAL GAS USE  
NCR READINESS COMPLEX, ANDREWS AFB**

<b>Natural Gas Consumption (ccf)</b>													
<b>Mission Planning</b>	1,313,424												
<b>Lodging</b>	4,459,600												
<b>Collocated Club</b>	765,000												
<b>Fitness Center</b>	375,000												
<b>Criteria Pollutants<sup>1</sup></b>	<b>Emission Factors (lb/10<sup>6</sup> ft<sup>3</sup> nat gas)</b>	<b>Planning Center</b>		<b>Lodging Facility</b>		<b>Collocated Club</b>		<b>Fitness Center</b>		<b>Total Emissions Alternative 1</b>		<b>Total Emissions Alternative 2</b>	
		lbs/yr	TPY	lbs/yr	TPY	lbs/yr	TPY	lbs/yr	TPY	lbs/yr	TPY	lbs/yr	TPY
NO <sub>x</sub>	94	123	0.06	419	0.21	72	0.04	35	0.018	650	0.32	123	0.06
VOC	5.5	7.2	0.00	25	0.01	4.2	0.00	2.1	0.0010	38	0.02	7.2	0.0036
CO	40	53	0.03	178	0.09	31	0.02	15	0.008	277	0.14	53	0.026
SO <sub>2</sub>	0.60	0.79	0.00039	2.7	0.0013	0.46	0.0002	0.23	0.0001	4.1	0.00	0.79	0.0004
PM <sub>2.5</sub>	7.6	10	0.0050	34	0.017	5.8	0.0029	2.9	0.0014	53	0.03	10	0.005
PM <sub>10</sub>	7.6	10	0.0050	34	0.017	5.8	0.0029	2.9	0.0014	53	0.03	10	0.005
PM	7.6	10	0.0050	34	0.017	5.8	0.0029	2.9	0.0014	53	0.03	10	0.005

**Key:**

ccf = 100 cubic feet

**Notes:**

1. Natural gas consumption calculated based on natural gas consumption annual intensities obtained from USDOE 2004 Buildings Energy Databook
2. Emission factors for natural gas from AP-42, 5th Edition, Section 1.4, Tables 1.4-1 and 1.4-2.

Table A-8 EMISSION FACTORS FOR PRIVATELY OWNED VEHICLES NCR READINESS COMPLEX, ANDREWS AFB							
Fleet Year	Type of Vehicle	EPA Category	Emission Factor (g/mile)				
			NOx	VOC	CO	PM	SO2
2004 Source: Mobile 6.2, Using default parameters for Andrews AFB, Prince George County, Maryland	Cars	LDGV	1.006	1.285	16.5	0.0263	0.0275
	Pickups under 6000 lbs	LDGT1,2	1.277	1.492	20.72	0.0275	0.0351
	Trucks under 8500 lbs, over 6000 lbs	LDGT3,4	1.69	2.423	28.19	0.0291	0.0459

Table A-9 PROJECTED CRITERIA AIR POLLUTANT EMISSIONS FROM PRIVATELY OWNED VEHICLES NCR READINESS COMPLEX, ANDREWS AFB (ALTERNATIVE 1)													
Group	Vehicle Type	EPA Category	Daily Vehicles (/day)	Daily Travel - Per Vehicle			Travel Days (days/yr)	Annual Travel (VMT/yr)	Annual Emissions (lb/yr)				
				On-Base (VMT)	Off-Base (VMT)	Total (VMT)			NOx	VOC	CO	PM	SO2
POV Commute Emissions	Cars (60%)	LDGV	690	10	10	20	247	3,408,600	7,560	9,656	123,990	198	207
	Pickups under 6000 lbs (30%)	LDGT1,2	345	10	10	20	247	1,704,300	4,798	5,606	77,851	103	132
	Trucks under 8500 lbs, over 6000 lbs (10%)	LDGT3,4	115	10	10	20	247	568,100	2,117	3,035	35,306	36.4	57
	<b>Total</b>	-	<b>1,150</b>	-	-	-	-	-	<b>14,474</b>	<b>18,297</b>	<b>237,147</b>	<b>337</b>	<b>396</b>
total emissions (tons/yr)									<b>7.2</b>	<b>9.1</b>	<b>119</b>	<b>0.169</b>	<b>0.198</b>

Table A-10 PROJECTED CRITERIA AIR POLLUTANT EMISSIONS FROM PRIVATELY OWNED VEHICLES NCR READINESS COMPLEX, ANDREWS AFB (ALTERNATIVE 2)													
Group	Vehicle Type	EPA Category	Daily Vehicles (/day)	Daily Travel - Per Vehicle			Travel Days (days/yr)	Annual Travel (VMT/yr)	Annual Emissions (lb/yr)				
				On-Base (VMT)	Off-Base (VMT)	Total (VMT)			NOx	VOC	CO	PM	SO2
POV Commute Emissions	Cars (60%)	LDGV	498	10	10	20	247	2,460,120	5,456	6,969	89,488	143	149
	Pickups under 6000 lbs (30%)	LDGT1,2	249	10	10	20	247	1,230,060	3,463	4,046	56,188	75	95
	Trucks under 8500 lbs, over 6000 lbs (10%)	LDGT3,4	83	10	10	20	247	410,020	1,528	2,190	25,482	26.3	41
	<b>Total</b>	-	<b>830</b>	-	-	-	-	-	<b>10,447</b>	<b>13,205</b>	<b>171,158</b>	<b>244</b>	<b>286</b>
total emissions (tons/yr)									<b>5.2</b>	<b>6.6</b>	<b>86</b>	<b>0.122</b>	<b>0.143</b>

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# Appendix B

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*Maryland Department of Planning*

Robert L. Ehrlich, Jr.  
Governor  
Michael S. Steele  
Lt. Governor

Andrey E. Scott  
Secretary  
Florence E. Burian  
Deputy Secretary

June 3, 2005

Ms. Dawn S. Roderique  
Project Manager  
Ecology and Environment, Inc  
Rosslyn Center  
1700 North Moore Street  
Suite 1610  
Arlington, VA 22209

**STATE CLEARINGHOUSE RECOMMENDATION**

**State Application Identifier:** MD20050504-0339

**Applicant:** Ecology and Environment, Inc

**Project Description:** Environmental Assessment: National Capital Region Readiness Complex at Andrews Air Force Base: consider 3 alternatives: demolish buildings; close a road

**Project Location:** County of Prince George's

**Approving Authority:** U.S. Department of Defense

**Recommendation:** Consistent Contingent Upon Certain Actions

Dear Ms. Roderique:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Department(s) of Transportation, the Environment, Natural Resources, Housing and Community Development, including the Maryland Historical Trust, Prince George's County, and the Maryland Department of Planning. As of this date, the Maryland Department of the Environment, and Prince George's County have not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.**

The Maryland Department(s) of Housing and Community Development, including the Maryland Historical Trust (the Trust), Natural Resources, Transportation, and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

The Trust has determined that the project will have "no effect" on historic properties.

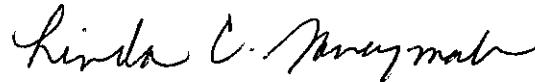
Ms. Dawn S. Roderique  
June 3, 2005  
Page 2

**Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse.** The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number. This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,



Linda C. Janey, J.D., Director  
Maryland State Clearinghouse  
for Intergovernmental Assistance

LCJ:BR

Enclosure(s)

cc: Beverly Warfield - PGEO  
Ronald Spalding - MDOT  
Joane Mueller - MDE

Ray Dintaman - DNR  
Beth Cole - DHCD/MHT

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## Maryland Department of Planning

Robert L. Ehrlich, Jr.  
Governor  
Michael S. Steele  
Lt. Governor

Andrey E. Scott  
Secretary  
Florence E. Burian  
Deputy Secretary

### PROJECT STATUS FORM

Please complete this form and return it to the State Clearinghouse upon receipt of notification that the project has been approved or not approved by the approving authority.

**TO:** Maryland State Clearinghouse  
Maryland Department of Planning  
301 West Preston Street  
Room 1104  
Baltimore, MD 21201-2305

**DATE:** \_\_\_\_\_  
(Please fill in the date form completed)

**FROM:** \_\_\_\_\_  
(Name of person completing this form.)

**PHONE:** \_\_\_\_\_  
(Area Code & Phone number)

**RE:** State Application Identifier: MD20050504-0339  
Project Description: Environmental Assessment: National Capital Region Readiness Complex at Andrews Air Force Base: consider 3 alternatives: demolish buildings; close a road

### PROJECT APPROVAL

This project/plan was: ☐ Approved ☐ Approved with Modification ☐ Disapproved

Name of Approving Authority:

Date Approved:

### FUNDING APPROVAL

The funding (if applicable) has been approved for the period of:

\_\_\_\_\_, 200\_\_ to \_\_\_\_\_, 200\_\_ as follows:

Federal \$:

Local \$:

State \$:

Other \$:

### OTHER

☐

Further comment or explanation is attached

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